



San Jose Stamp Club Newsletter



Whole number 192

April 2014



9 - 11—WE WILL NEVER FORGET

2013 Club Officers

- President**
 Brian Jones 408.927.6861
 bfj39@yahoo.com
- Vice President**
 David Occhipinti 408.723.0122
- Secretary**
 David Gilman 408.264.1953
 sanjosegilmans@gmail.com
- Treasurer**
 Richard Clever 408.238.0893
 richard@asiaphilatelics.com
- Newsletter Editor**
 James Sauer 408.445.2694
 hjamessauer@yahoo.com
- Filatellic Fiesta General Chairman**
 Steve Schumann 510.785.4794
 sdsch@earthlink.net
- Exhibits Chairman**
 Dr. Edward Laveroni . . 408.356.7561
- Bourse Chairman**
 Wayne Menuz 408.265.5539

Visit our website at:
filatellicfiesta.org

Founded 1927, Club show since 1928
 Meets 7:00 PM, 1st & 3rd Wednesdays
 Hilltop Manor in 3rd floor dining room
 790 Ironwood Drive, San Jose, California
 Driving instructions on the website.
 Annual dues:
Adults/families \$12 ~ Youths \$6
With hardcopy of newsletter \$20
 APS chapter # 0264-025791
 Correspondence to:
 P O Box 730993, San Jose, CA 95173

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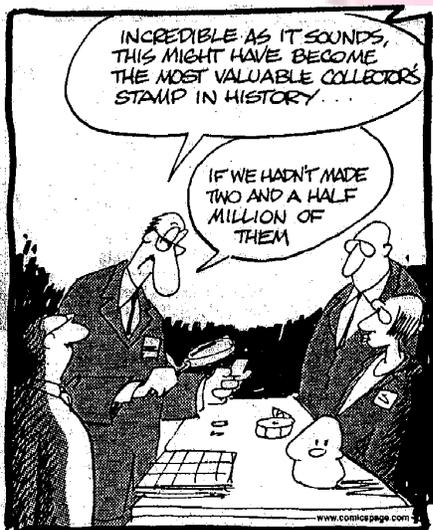
In last month's newsletter the Show Calendar incorrectly listed the 3-man show date as March 22 - 23. This was the originally scheduled date for the show but was changed to April 5-6 when the venue was rented out prior to confirmation. We regret the error and apologize for the inconvenience many of you experienced.-ed.

Information Please...

The most difficult part of doing the newsletter is the front page. Page 1 should relate what's going on with the club members—retiring, moving, illness, marriages, divorces, births, deaths, new cars, vacations, promotions—well you get the idea. I can't read your minds, you have to tell me about these events so they can be known by the membership.

Many of you feel these are personal events and are not the club's business, but the truth of the matter is these things are found out sooner or later with the facts not always accurate—which can cause a number of uncomfortable situations. And, not to be overlooked, the members do care about one another, and want to know if all is well with you. Think about it, don't you want the best for your fellow members and want the opportunity to commiserate with them when needed?

So, please consider letting us know what's going on in your life so that the information can be published in your newsletter, thank you.-ed.



Programs

- April 2: Assemble Boy Scout starter kits
- April 16: Work on donated album pages
- May 7: David Occhipinti presentation on the 2000 World Stamp Exhibition
- May 21: OPEN

Once more we appeal to you to make a short presentation on an area of philately that you collect and enjoy. Once again, this is not rocket science. No matter your preconceived ideas about what is or isn't of interest. If you like it chances are we'll like it too. Some seemingly simple areas of stamp collecting have sparked some very lively and interesting conversations.

Ramblings

As I'm a stamp addict and there's not always a show to feed my habit I do a lot of on-line searching/buying of not only stamps, but many other types of items. One of my favorite things is to search dealers on-line sales sites. In the past I've purchased items for my Ryukyu collection from Baxley Stamps out of Alamogordo, New Mexico. Not only does he have a bottomless pit of material, there are great images of everything he has for sale, and at fair prices. While surfing his site I came across a Ryukyu Scott 136 with a variety I was unaware of. Big deal you say, however, not only have I learned something, I can now go through my stock of dupes and perhaps find these two flaws—flaws with a little value I might add.

Point is—the web is a marvelous place to spend some time exploring. You just never know what you may find and all the while learning a thing or two. So the next time you are "showless" and need a fix consider spending a little time on your computer searching for stamps, covers, knowledge or who knows what...?



The Prez Sez

pot-pourrie

Northern California Trivia

Q In what town did Fatty Arbuckle's weekend escapades bring his career to an end?

A San Francisco.

Q The film *American Graffiti* was based on George Lucas's boyhood in what city?

A Modesto.

From *Northern California Trivia* by Ernie & Jill Couch

This month is part 3 of my series on what can be done to grow and rejuvenate the hobby. Last month I wrote about targeting men/women of all ages and embracing new technologies. Today we have so many options to be creative with our collecting. One great way to get a lot of new people interested in philately is to show them how to integrate postcards, family letters, and topical stamps into their genealogy research. This is a wonderful new source of potential collectors and style of collecting.

Integrating philately into genealogy facilitates bringing dry records of births and deaths to life. Letters and postcards are a great source of family history and many genealogists could benefit greatly from the use of philatelic display techniques and storage media. Topical stamps are a fantastic way to document a person's interests. Especially if someone doesn't have any direct information about their family heritage in a particular state or country, photo postcards and stamps about that region/country can be used to help you tell your families story. We stamp collectors know this, but this is completely new information to the vast majority of people who invest time into researching their family genealogy.

Many of you know I've been collecting covers and Real Photo Post Cards (RPPC) of my father's family hometown of Lisbon, New York. It has taken me years of searches on EBay to find all the available cards. Collectively they give me a 100+ year old view of the downtown, railroad station, and churches that I would never be able to get in any other way. I'm also adding to the exhibit a few stamps about the area and favorite son, the artist Fredrick Remington. My father has accumulated the typical genealogical record of family births, marriages, kids, and deaths. Integrating the family records with personal photographs, RPPC, and stamps significantly compliments the story. I made a scrapbook of this material for my father at Christmas and he LOVED it. It was more appreciated than anything I could have purchased at any store at any price. I also hope to make an exhibit class display of this in the next couple of years.

The hard part for the philatelic community is to find forums to communicate this to the genealogy community. It'll take a concerted effort to share these ideas and concepts, but I believe the effort will be well worth it. We could start locally by holding a presentation at Filatelic Fiesta. The "trick" is to figure out how to communicate this to those working on genealogy in a way that they will come. While some genealogists may only buy a few postcards and covers, some will discover the joy of philately. Perhaps they will want to more fully explore their heritage through stamps. I cannot see any downside to the investment in spreading this message into the genealogy community. I'd love to hear your feedback on these ideas.

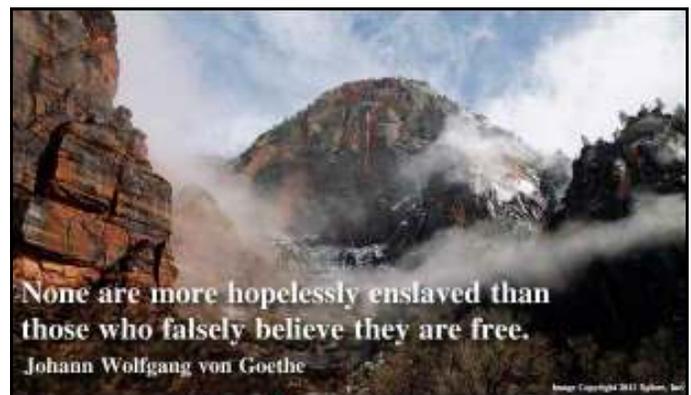
—Brian

New Member

During the meeting of March 19th Bill Maltz dropped by to see what we're all about and decided to join. We heartily welcome Bill and want you to introduce yourselves when attending the next meeting. Bill's main collecting area is Canada plus Great Britain and the United States.

In the heyday of sailing ships, all war ships and many freighters carried iron cannons. Those cannons fired round iron cannon balls. It was necessary to keep a good supply near the cannon. However, how to prevent them from rolling about the deck? The best storage method devised was a square-based pyramid with one ball on top, resting on four resting on nine, which rested on sixteen. Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon. There was only one problem...how to prevent the bottom layer from sliding or rolling from under the others. The solution was a metal plate called a 'Monkey' with 16 round indentations. However, if this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make 'Brass Monkeys.' Few landlubbers realize that brass contracts much more and much faster than iron when chilled... Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannonballs would come right off the monkey; thus, it was quite literally, 'Cold enough to freeze the balls off a brass monkey.' (All this time, you thought that was an improper expression, didn't you.)

Prior to the 20th Century personal hygiene left much room for improvement. As a result, many women and men had developed acne scars by adulthood. The women would spread bee's wax over their facial skin to smooth out their complexions. When they were speaking to each other, if a woman began to stare at another woman's face she was told, 'mind your own bee's wax.' Should the woman smile, the wax would crack, hence the term 'crack a smile'. In addition, when they sat too close to the fire, the wax would melt. Therefore, the expression 'losing face.'



None are more hopelessly enslaved than those who falsely believe they are free.
Johann Wolfgang von Goethe

Image Copyright 2011 iStockphoto.com

When the food is gone from the store shelves, your guns have been confiscated, and the unthinkable is outside your door—Don't Worry—those free Obama phones come with tracking devices, they'll find your body!

A Story

This is a wonderful story, and it is true. It is an important piece of American history. I hope you take the time to read it and pass it on to friends & loved ones.

It happened every Friday evening, almost without fail, when the sun resembled a giant orange and was starting to dip into the blue ocean.

Old Ed came strolling along the beach to his favorite pier. Clutched in his bony hand was a bucket of shrimp. Ed walks out to the end of the pier, where it seems he almost has the world to himself. The glow of the sun is a golden bronze now.

Everybody's gone, except for a few joggers on the beach. Standing out on the end of the pier, Ed is alone with his thoughts and his bucket of shrimp.

Before long, however, he is no longer alone. Up in the sky a thousand white dots come screeching and squawking, winging their way toward that lanky frame standing there on the end of the pier. Before long, dozens of seagulls have enveloped him, their wings fluttering and flapping wildly. Ed stands there tossing shrimp to the hungry birds. As he does, if you listen closely, you can hear him say with a smile, "Thank you. Thank you." In a few short minutes the bucket is empty. But Ed doesn't leave. He stands there lost in thought, as though transported to another time and place.



Eddie Rickenbacker in his race car.

When he finally turns around and begins to walk back toward the beach, a few of the birds hop along the pier with him until he gets to the stairs, and then they, too, fly away, and old Ed quietly makes his way down to the end of the beach and on home.

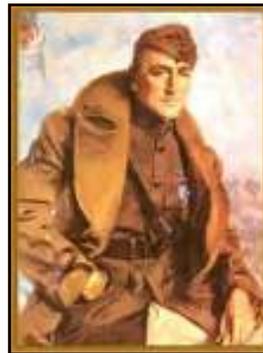
If you were sitting there on the pier with your fishing line in the water, Ed might seem like 'a funny old duck,' as my dad used to say. Or, to onlookers, he's just another old codger, lost in his own weird world, feeding the seagulls with a bucket full of shrimp.

To the onlooker, rituals can look either very strange or very empty. They can seem altogether unimportant maybe even a lot of nonsense. Old folks often do strange things, at least in the eyes of some. Most of them would probably write Old Ed off, down there in Florida. That's too bad, they'd do well to know him better.

His full name: Eddie Rickenbacker. He was a famous hero in World War I, and then he was in WWII. On one of his flying missions across the Pacific, he and his seven-member crew went down. Miraculously, all of the men survived, crawled out of their plane, and climbed into a life raft.

Captain Rickenbacker and his crew floated for days on the rough, rough waters of the Pacific. They fought the sun. They fought sharks. Most of all, they fought hunger and thirst. By the eighth day their rations ran out. No food. No water. They were many miles from land and no one knew where they were or even if they were alive. Every day across America millions wondered and prayed that Eddie Rickenbacker might somehow be found

alive. The men adrift needed a miracle. That afternoon they had a simple devotional service and prayed for a miracle. They tried to nap. Eddie leaned back and pulled his military cap over his nose. Time dragged on. All he could hear was the slap of the waves against the raft. Suddenly, Eddie felt something land on the top of his cap. It was a seagull!



Edward Vernon Rickenbacker (October 8, 1890 – July 23, 1973) was an American fighter ace in World War I and Medal of Honor recipient.

Old Ed would later describe how he sat perfectly still, planning his next move. With a flash of his hand and a squawk from the gull, he managed to grab it and wring its neck. He tore the feathers off, and he and his starving crew made a meal of it—a very slight meal for eight men. Then they used the intestines for bait. With it, they caught fish, which gave them food and more bait and the cycle continued. With that simple survival technique, they were able to endure the rigors of the sea until they were found and rescued after 24 days at sea.



Eddie Rickenbacker, Scott 2998, issued September 25, 1995.

Eddie Rickenbacker lived many years beyond that ordeal, but he never forgot the sacrifice of that first life-saving seagull. And he never stopped saying, "Thank you." That's why almost every Friday night he would walk to the end of the pier with a bucket full of shrimp and a heart full of gratitude.

Eddie Rickenbacker was the founder of Eastern Airlines. Before WWI he was race car driver. In WWII he was a pilot and became America's first ace. In WWII he was an instructor and military adviser, and he flew missions with the combat pilots. Eddie Rickenbacker is a true American hero. And now you know another story about the trials and sacrifices that brave men have endured for your freedom.

It is a great story that many don't know. You've got to be careful with old guys, You just never know what they have done during their lifetime.

There is much more on the internet.-ed.

Soviet Women Pilots in WWII

Soviet women played a major role in WWII (locally known as the Great Patriotic War). While most toiled in industry, transport, agriculture and other civilian roles, working double shifts to free up enlisted men to fight and increase military war production, a sizable number of women served in the army. The majority were in medical units.

There were 800,000 women who served in the Soviet Armed Forces during the war. Nearly 200,000 were decorated and 89 eventually received the Soviet Union's highest award, the Hero of the Soviet Union. Some served as pilots, snipers, machine gunners, tank crew members and partisans, as well as in auxiliary roles.

At first, when Germany attacked the Soviet Union on June 22, 1941, thousands of women who volunteered were turned away. Two factors changed attitudes and ensured a greater role for women who wanted to fight: the losses to the Germans after their initial success in 1941 and the efforts of determined women. In the early stages of the war, the fastest route to advancement in the military for women was service in medical and auxiliary units.

For Soviet women aviators, instrumental to this change was Marina Raskova, a famous Russian aviatrix, often referred to as the "Russian Amelia Earhart." Raskova became famous as both a pilot and a navigator in the 1930s. She was the first woman to become a navigator in the Soviet Air Force in 1933. A year later she started teaching at the Zhukovskii Air Academy, also a first for a woman. When World War II broke out, there were numerous women who had training as pilots and many immediately volunteered. While there were no formal restrictions on women serving in combat roles, their applications tended to be blocked, run through red tape, etc. for as long as possible in order to discourage them from seeing combat. Raskova is credited with using her personal connections with Joseph Stalin to convince the military to form three combat regiments for women. Not only would the women be pilots, but the support staff and engineers for these regiments were women. The Soviet Union was the first nation to allow women pilots to fly combat missions.



Marina M. Raskova, Russia, Scott 719 issued in March 1939.

These regiments flew a combined total of more than 30,000 combat sorties, produced at least thirty Heroes of the Soviet Union, and included at least two fighter aces. This military unit was initially called Aviation Group 122 while the three regiments received training. After their training, the three regiments received their formal designations as follows:

The 586th Fighter Aviation Regiment: This unit was the first to take part in combat (April 16, 1942) of the three regiments and participated in 4,419 combat missions (125 air battles and 38 kills). Lydia Litvyak and Yekaterina Budanova were assigned to the unit before joining the 437th IAP in the fighting over Stalingrad and became the world's only two female fighter aces (with 12 and 11 victories respectively), both flying the Yak-1 fighter.



Lydia Litvyak was a fighter pilot in the Soviet Air Force during WWII.

The 46th Taman Guards Night Bomber Aviation Regiment: This was the best known of the regiments and was commanded by Yevdokia Bershanskaya. It originally began service as the 588th Night Bomber Regiment, but was redesignated in February 1943 as recognition for service which would tally 24,000+ combat missions by the end of the war. Their aircraft was the Polikarpov Po-2, a very outdated biplane. The Germans were the ones however who gave them the name that they are most well known as: The Night Witches.

The 125th Guards Bomber Aviation Regiment: Marina Raskova commanded this unit until her death in combat, and then the unit was assigned to Valentin Markov. It started service as the 587th Bomber Aviation Regiment until it was given the Guards designation in September 1943.



"Night Witches" and the Flying Beasts From The East

"Night Witches" is the English translation of *Nachthexen*, a WWII German nickname (Russian Ночные ведьмы), for the female military aviators of the 588th Night Bomber Regiment, known later as the 46th "Tamin" Guards Night Bomber Aviation Regiment, of the Soviet Air Forces. The regiment was formed by Colonel Marina Raskova and led by Major Yevdokia Bershanskaya.

The regiment flew harassment bombing and precision bombing missions against the German military from 1942 to the end of the war. At its largest size, it had 40 two-person crews. It flew over 23,000 sorties and is said to have dropped 3,000 tons of bombs. It was the most highly-decorated female unit in the Soviet Air Force, each pilot having flown over 1,000 missions by the end of the war and twenty-three having been awarded the Hero of the Soviet Union title. Thirty of its members died in combat.

The regiment flew in wood and canvas Polikarpov Po-2 biplanes, a 1928 design intended for use as training aircraft and for crop-dusting, and to this day the most-produced biplane in all of aviation history. As the planes could carry only two bombs at a time, multiple missions per night were necessary. Although the aircraft were obsolete and slow, the pilots made daring use

of their exceptional maneuverability; they had the advantage of having a maximum speed that was lower than the stall speed of both the Messerschmitt Bf 109 and the Focke-Wulf Wf 190, and as a result, the German pilots found them very difficult to shoot down. An attack technique of the night bombers was to idle the engine near the target and glide to the bomb release point, with only wind noise to reveal their location. German soldiers likened the sound to broomsticks and named the pilots "Night Witches." Due to the weight of the bombs and the low altitude of flight, the pilots carried no parachutes. From June 1942, the 588th Night Bomber Regiment was within the 4th Air Army. In February 1943 the regiment was honored with a reorganization into the 46th Guards Night Bomber Aviation Regiment and in October 1943 it became the 46th "Taman" Guards Night Bomber Aviation Regiment. The word Taman referred to the unit's involvement in two celebrated Soviet victories on the Taman Peninsula, during 1943. First trials of arming the aircraft with bombs took place in 1941.

During the defence of Odessa, in September 1941, the U-2 was used as a reconnaissance aircraft and as a light, short-range, bomber. The bombs, dropped from a civil aircraft piloted by Pyotr Bevz, were the first to fall on enemy artillery positions. From 1942 it was adapted as a light night ground attack aircraft.



In 1945 - 46, the Soviet Union issued a set of 18 stamps featuring Soviet war planes fighting the Germans, Scott 992A - 1001. Two of the stamps, Scott 992G and 999, pictured the Polikarpov-2 (Po-2) dive bomber. Dive bomber is a bit of a stretch in describing this 1930s crop duster and the manner in which they were utilized.

Nikolay Polikarpov supported the project, and under his leadership, the U-2VS (voyskovaya seriya - Military series) was created. This was a light night bomber, fitted with bomb carriers beneath the lower wing, to carry 50 or 100 kg (110 or 220 lbs) bombs up to a total weight of 350 kg (771 lb) and armed with ShKAS or DA machine guns in the observer's cockpit.

Wehrmacht troops nicknamed it Nähmaschine (sewing machine) for its rattling sound and Finnish troops called it Hermosaha (Nerve saw) as the Soviets flew nocturnal missions at low altitudes: the engine had a very peculiar sound, which was described as nerve-wracking, therefore the name. The enemy soon became aware of the threat posed by the U-2, and Luftwaffe pilots were given special instructions for engaging these aircraft, which they disparagingly nicknamed "Russian plywood".

The material effects of these missions may be regarded as insignificant, but the psychological effect on German troops was much more noticeable. They typically attacked by complete surprise in the dead of night, denying German troops sleep and keeping them constantly on their guard, contributing yet further to the already exceptionally high stress of combat on the Eastern front. Their usual tactics involved flying only a few meters above the ground, rising for the final approach, cutting off the engine and making a gliding bombing run, leaving the targeted troops with only the eerie whistling of the wind in the wings' bracing-wires as an indication of the impending attack. Luftwaffe fighters found it extremely hard to shoot down the Kukuruznik because of three main factors: the rudimentary

aircraft could take an enormous amount of damage and stay in the air, the pilots used the defensive tactic of flying at treetop level, and the stall speed of both the Messerschmitt Bf 109 and the Focke-Wulf Fw 190 was similar to the Soviet aircraft's maximum cruise speed, making it difficult for the newer aircraft to keep a Po-2 in weapons range for an adequate period of time.

The success of the Soviet night harassment units using the Po-2 inspired the Luftwaffe to set up similar Störkampfstaffel "harassment combat squadrons" on the Eastern Front using their own obsolete 1930s-era, open cockpit biplane and parasol monoplane aircraft, eventually building up to larger Nachtschlachtgruppe (night attack group) units of a few squadrons each.

The U-2 was known as the aircraft used by the 588th Night Bomber Regiment, composed of an all-women pilot and ground crew complement. The unit became notorious for daring low-altitude night raids on German rear-area positions. Veteran pilots, Yekaterina Ryabova and Nadezhda Popova on one occasion flew eighteen such missions in a single night. The women pilots observed that the enemy suffered a further degree of demoralization simply due to their antagonists being female. As such, the pilots earned the nickname "Night Witches" (German Nachthexen, Russian Ночные Ведьмы/Nochnye Ved'my). The unit earned numerous Hero of the Soviet Union citations and dozens of Order of the Red Banner medals; most surviving pilots had flown nearly 1,000 combat missions by the end of the war and had taken part in the Battle of Berlin.

The Polish Air Force used these slow and maneuverable aircraft for air reconnaissance and COIN operations against UPA bands in mountainous area of Bieszczady. Pilots and navigators were dispatched to look for concentrations of UPA forces and if needed, engage them with machine guns and grenades. On several occasions, the UPA managed to bring down some of the Po-2s, but never captured or used one, as pilots were ordered to burn their aircraft in case of a crash.



Marina M. Raskova, Scott 7340, issued March 21, 2012



A Polikarpov Po-2, the plane flown by the Night Witches.

The Russian track record for accuracy and/or truth in their reporting of incidents or situations is somewhat suspect, spotty at best. That being said, if only half of the story reproduced here is truth then it's awesome. These were some tough ladies. There's much more on line, just enter night witches or female pilots in WWII in your browser and read. They were something else.-ed.

Rare Elements

In the West, early miners digging for gold, silver and copper had no idea that one day something else very valuable would be buried in the piles of dirt and rocks they tossed aside.



"California Gold Rush," Scott 3316, issued June 18, 1999.

There's a rush in the U.S. to find key components of cellphones, televisions, weapons systems, wind turbines, MRI machines and the regenerative brakes in hybrid cars, and old mine tailings piles just might be the answer. They may contain a group of versatile minerals the periodic table called rare earth elements.

"Uncle Sam could be sitting on a gold mine," said Larry Meinert, director of the mineral resource program for the U.S. Geological Survey in Reston, Va.

The USGS and Department of Energy are on a nationwide scramble for deposits of the elements that make magnets lighter, bring balanced hues to fluorescent lighting and color to the touch screens of smartphones in order to break the Chinese stranglehold on those supplies.

They were surprised to find that the critical elements could be in plain sight in piles of rubble otherwise considered eyesores and toxic waste. One era's junk could turn out to be this era's treasure.

"Those were almost never analyzed for anything other than what they were mining for," Meinert said. "If they turn out to be valuable that is a win-win on several fronts — getting us off our dependence on China and having a resource we didn't know about."

The 15 rare earth elements were discovered long after the gold rush began to wane, but demand for them only took off over the past 10 years as electronics became smaller and more sophisticated. They begin with number 57 Lanthanum and end with 71 Lutetium, a group of metallic chemical elements that are not rare as much as they are just difficult to mine because they occur in tiny amounts and are often stuck to each other.

Unlike metals higher up on the table such as silver and gold, there's no good agent for dissolving elements so closely linked in atomic structure without destroying the target. It makes mining for them tedious and expensive.

"The reason they haven't been explored for in the U.S. was because as long as China was prepared to export enough rare earths to fill the demand, everything was fine—like with the oil cartels. When China began to use them as a political tool, people began to see the vulnerability to the U.S. economy to having one source of rare earth elements," said Ian Ridley, director of the USGS Central Mineral and Environmental Resources Science Center in Colorado.

Two years ago, China raised prices—in the case of Neodymium, used to make Prius electric motors stronger and lighter, from

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\$15 a kilogram in 2009 to \$500 in 2011, while Dysprosium oxide used in lasers and halide lamps went from \$114 a kilogram in 2010 to \$2,830 in 2011. It's also about the time China cut off supplies to Japan, maker of the Prius, in a dispute over international fishing territory.

That's when the U.S. government went into emergency mode and sent geologists to hunt for new domestic sources.

"What we have is a clash of supply and demand. It's a global problem. A growing middle class around the world means more and more people want things like cellphones," said Alex King, director of the Critical Materials Institute of the Department of Energy's Ames Research Lab in Iowa. "Our job is to solve the problem any way we can."

At the University of Nevada-Reno and the Colorado School of Mines, USGS scientists used lasers to examine extensive samples of rocks and ore collected across the West during the gold rush days by geologists from Stanford University and Cal Tech.

"If we could recycle some of this waste and get something out of it that was waste years ago that isn't waste today, that certainly is a goal," said Alan Koenig, the USGS scientist in charge of the tailings project.

One sample collected in 1870 from an area near Sparks, Nevada, where miners had searched for a viable copper vein, has shown promise and has given researchers clues in the search for more. They have found that some rare earths exist with minerals they had not previously known occur together.

"The copper mine never went into production, but now after all of this time we've analyzed it and it came back high with Indium, which is used in photovoltaic panels. It never economically produced copper, but it gives us insight into some associations we didn't previously recognize," Koenig said. Indium also has been found in the defunct copper mine that dominates the artsy southern Arizona town of Bisbee.

Koenig and his colleagues are working to understand the composition of all of the nation's major deposits sampled over the past 150 years. In some cases, the mines were depleted of gold or copper, but the rocks left piled alongside mines and pits could hold a modern mother lode.

"We're revisiting history," he said.

They're compiling data from 2,500 samples to better understand whether it's possible to predict where rare earths might be hiding based on the presence of other elements there, too.

"If I had to venture a number, I'd say we have found several dozen new locations that are elevated in one or more critical metals," Koenig said. "With this project the goal would be to have this large data base available that would allow us to predict and to form new associations."

Currently there is only one U.S. mine producing rare earths—at Mountain Pass in the Southern California desert. Molycorp Inc.'s goal in reopening the defunct mine is 20,000 metric tons of rare earth elements by this summer, including cerium oxide used to polish telescope lenses and other glass.

The USGS is counting on companies like Molycorp to use the information they've gleaned to uncover other easy-to-reach deposits sitting on federal land and elsewhere.

"Without rare earths we'd be back to having black-and-white cellphones again," said the USGS's Ridley.

What's new is old and what's old is new...



Covers, Cards, Stamps, etc.

Once again the monthly feature is stamps. This time a set of engraved stamps from Austria, Scott B71 - 6, that illustrate scenes from the *Nibelungenlied* (the "Song of the Nibelungs") an heroic epic poem written in Middle High German, most likely in Austria, during the early 13th century. The *Nibelungenlied* was another version of the Nibelungen cycle that was different from the Icelandic works. It was the most popular epic written in medieval German, since half-dozen complete manuscripts had survived. This saga was also the basis of much of Richard Wagner's works, most notably *Seigfried*. This set comes in two sizes of the printed area: 27½ X 28½mm and 28½ X 27½ mm. The former is valued at \$15 for MNH while the later has a value of \$130. Unfortunately my set is the former—oh well... They were issued March 8, 1926 for the benefit of child welfare. Like many Austrian stamps the engraving is excellent and, in this case, the subject matter fascinating. Condensed versions of the stories are to be found online.



Siegfried Slays the Dragon

Gunther's Voyage to Iceland

Brunhild accusing Kriemhild



Nymphs telling Hagen the future

Rudiger von Bechelaren welcomes the Nibelungen

Dietrich von Bern vanquishes Hagen



A man who wants to lead the orchestra must turn his back on the crowd.—Max Lucado

Criminals prefer unarmed victims and dictators prefer unarmed citizens.

APRIL MEETINGS ARE ON THE 2ND & 16TH
MAY MEETINGS ARE ON THE 7TH & 21ST

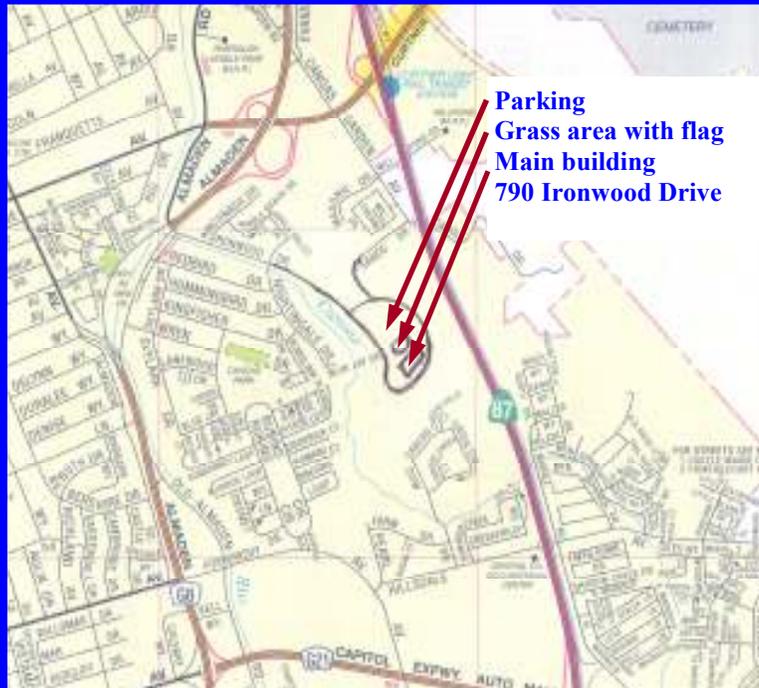
Show Calendar

April 5 - 6 Corrected Date
3-Man Show
Sheraton Hotel
1100 N Mathilda Avenue, Sunnyvale
Sat 10 - 6, Sun 10 - 4
Free Parking & Admission

April 13
Santa Cruz Post Card & Collectables Show
The Hilton, 6001 La Madrona Drive, Scotts Valley
Sun 10 - 5
Free Parking & Admission

April 25 - 27
Westpex
Airport Marriott
1800 Old Bayshore Hwy, Burlingame
Fri & Sat 10 - 6, Sun 10 - 4

May 3
Vintage Paper Fair
Elks Lodge
6446 Riverside Blvd., Sacramento
Sat 10 - 5
Free Parking - Free Admission



The San Jose Post Card Club meets on the 2nd Wednesday of each month (excepting July & August) in the Hilltop Manor dining room at 7 pm.
Visit the SJSC website at: filateliefiesta.org

Advertisements

Members may place an ad here to run for three months unless sold. Three at a time or as space allows.
No politically incorrect, risqué, illegal or offensive material accepted. Editor will edit.

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Spain 585c. S/S MLH Cat 44.00 - 27.50

Spain 909-20, C159-62 MLH Cat 4.60 - 3.50

Spain 983a. - 986a. 4 S/S MLH Cat 33.50-22.50

As a SJSC member you may advertise here—so why don't you?

BUYING STAMPS, COVERS, POST CARDS, POSTAL CARDS, DOCUMENTS, AUTOGRAPHS—What have you?

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Spain 2677 - 82 S/S Columbus MNH Cat 7.50 - 5.00

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PLEASE NOTE - ALL USED SELF ADHESIVES HAVE ALL GUM REMOVED

All prices plus actual shipping or mailing costs if applicable.

I have many thousands of stamps/sets at 20 to 60% off Scott. Send me your want list or call me. Will e-mail scans.

Jim Sauer 408.445.2694 ~ hjamesauer@yahoo.com

Walt Kransky's website has changed:

Now mostly philatelic material, covers, etc.— a few postcards.

Website: <http://www.thepostcard.com/walt/>

E-mail Walt at wrsky@att.net

Walt's duplicate and extra postcards are still for sale

Please use the word "POSTCARD QUERY" in the subject line of your e-mail message to avoid spam. Thank you.

This is a member service - why not use it?