

Cover Story

True Confessions.....

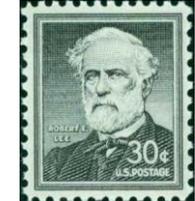
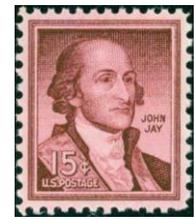
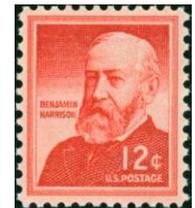
By Phil Fettig

In 1966 we made a trip to Washington, DC to see the sights and visit the Philatelic Agency. We stayed at a nice Howard Johnson Motel and spent time on our room's balcony watching a new building under construction across the street. It was called the "Watergate" and I have often wondered who might have stayed in our room a few years later as a lookout?

We had the pleasure of visiting several historic locations and saved the best two until last. The first was the Bureau of Engraving and Printing where we watched as huge amounts of currency and stamps were being processed. Finally, at last we made it to the U.S. Post Office Philatelic Center in the old Post Office Building. This was a great chance to add to my collection and not pay more than face value and set aside some extra stamps to watch them grow in value.

Since our budget was limited I thought hard and made what I thought was an intelligent decision. I purchased one of every available stamp up to Scott 1052, the \$1 Patrick Henry issue. I decided that \$5 was too much to spend on one item, so I passed on 1053, Alexander Hamilton. I did, however, spend \$10 to obtain 200 of the SIPEX S/S, face value \$0.05 each. So, how did that work out? Today, 46 years later, the \$5 Hamilton was a CV of \$55.00 and is a stamp with value.

The SIPEX S/S has a CV of .25, can be purchased in quantity at less than face and can hardly be given away.



BARRIER FLIGHTS?

By Josh Furman

Most of us remember or have heard of the DEW line, a cooperative effort between the United States and Canada to provide Distant Early Warning of an enemy attack. At that time, the supposed enemy was Soviet Russia, and our fear was over attacks from there over the North Pole area.

As an adjunct to the DEW line, the United States developed another barrier line which stretched from Newfoundland far over the ocean to a point somewhere near the Azores. This Barrier line was intended to alert our defenses to potential attacks on the northeastern part of our continent.

The Barrier Forces included a surface portion made up of radar-equipped destroyer escorts based out of Newport, Rhode Island, and an air portion commanded from the U. S. Naval Station in Argentia, Newfoundland. This airborne contingent consisted of three squadrons that maintained a 24-hour surveillance of the north Atlantic. This effort was ongoing 24/7 from 1956 to 1965.

The aircraft in use for this operation were the WV-2 "Warning Star", the military version of the Lockheed Super Constellation 1049G, a four-engine plane that was equipped with the latest (for that time) radar and electronic countermeasures equipment. The aircraft were capable of detecting air and surface craft at long ranges.

The 10,000th Barrier Flight was flown as of March 3, 1961, and this cover was prepared to celebrate that accomplishment. Enclosed in the envelope was a letter from R. B. Moore, Rear Admiral, U. S. Navy, Commander Barrier Forces, U. S. Atlantic Fleet describing the operation and maintenance of the Barrier Forces.

