



A nation runs without the constant and determined work of the people who live there and strive every day with a sense of service to the public. While not everyone serves this purpose, those who do are notable for their dedication. Public Service Day reminds us of the importance of public service, and the people who dedicate themselves every day to the success of their nation. Give a big thanks to the public servants who keep our communities running, from restoring power during a storm to checking for gas leaks and more.

We have introduced a new format that showcases the works of many Jaipur artists and professionals we think should be brought to the attention of our readers. We start with the works of Nihal Mathur and his unique stamp presentations. He tells the Story of Flight by arranging his stamps in historically sequential order to tell the tale. There are in all 38 presentations that takes the reader from the beginning made by the early pioneers and ends with modern aircrafts today.

-Editor



Concept and Design by Nihal Mathur  
Computer Graphics by Bharat Kumawat



Nihal Mathur, Filmmaker, Writer

Nihal's fascination for aircrafts was built into his DNA. Ever since he was child of four he would run out of his home in Alwar upon hearing the drone of a passing airplane - a Dakota or perhaps a Fairchild Packet from the nearby air force base at Agra where his chacha, an IAF pilot, was posted. He would chase the plane as long as he could see or hear it while waving his hand in goodbye shouting "Shaym Chacha Tata". He recalls being punished by the teachers in school when he would rush out of a class in progress to chase the passing airplane. Moving to Jaipur, he found a treasure trove of books on aircrafts in the library of his St Xavier's school which were donated by American catholic organizations. This embedded the images of aircrafts from World War I and World War II. His conditioning was further reinforced by Commando comics that brought vivid images of the aircrafts in action. Time was when he would trace and draw these images of the airplanes on a poster size paper (much like his stamp presentations today). In the Sixties, air war in Vietnam was splashed in the pages of Time and Life magazines, subscribed by his father. The focus of his attention shifted from old propeller planes to modern warfare jets. Why he never learnt flying is a mystery he cannot explain. But his passion continued through college, when he bought each year's edition of The Observer's Book of Aircrafts. Jane's All the World's Aircrafts, considered as the last word on this subject, was far too expensive for him acquire. He read famous books like Reach for the Sky and collected works of Antonio de Saint Exupery. Then there were classic Hollywood movies like Flight of the Phoenix, The Bridges at Toko-Ri etc. that inflamed his imagination. In his professional life, which ever city he visited he tried to find out if there was an air force base there and if there was one, he would try and get in with some influence to see the planes up-close. Then the years went by with other professional concerns till retirement re-opened the subject with The Story of Flight which he narrated through stamps.

## Between the Wars (1918-1939)

### Part I: Passenger Planes

Northrop Delta

Junkers F 13

Sikorsky S 38a

Ford Trimotor

Latecoere 300

World War I truly unleashed the power of the airplane by demonstrating the potential of this new invention. In this period between the two world wars, there was extraordinary development and advancement in aircraft technology by inventors and innovators in Europe and the Americas. Aircraft manufacturing companies spawned across the western world and airplanes evolved from low-powered biplanes made of wood and fabric to high powered monoplanes made of metal. There was not only a creative vibrancy in the design and production of the airplanes but a deeper understanding emerged on how an aircraft could be put to use in civilian lives: transportation, exploration, agriculture, sport, as a trainer etc. Perhaps the primary use of the aircraft was seen in carrying mail. Almost all civilian aircrafts regularly carried mail. This was the time when all kinds of enthusiastic aviators were breaking all kinds of records - in speed, endurance, service ceiling, manufacturing and flying skills etc. With the return to peace, the demand for civilian use of aircrafts boomed because flying became a preferred mode of travel. From customary 2, the planes now began to carry many more passengers. But the numbers were still small. Seaplanes made their splash connecting people across the seas. The first circumnavigation of the globe by an aircraft was achieved in 1924 by a team of US Army pilots and mechanics that did the journey in 175 days, making 74 stops and covering a distance of 27,500 miles in a Douglas World Cruiser aircraft. Then in 1926, Ford's Tri-motor arrived as the largest civil aircraft with a carrying capacity of 12 passengers and played a major role in convincing public that air travel was not only safe but practical. Almost all aircraft manufacturing companies came up with their own passenger planes. So it was just a matter of time before passenger planes transformed into larger capacity Airliners, seating more than a hundred passengers. The age of international travel was beginning.

Between the Wars Part II describes the development of Passenger planes into Airliners