

BNAPS AIR MAIL STUDY GROUP

Volume 2 - Number 2

April 1994

Maurice Hewitt:

It is with deep regret that we learned of the death of Maurice on September 14th, 1993. Maurice was a member of the Air Mail Study Group and his death occurred just 2 weeks after the BNAPEX '93 in Toronto. He died peacefully while visiting a friend out of town. He is survived by his wife Roberta. We shall miss his counsel.

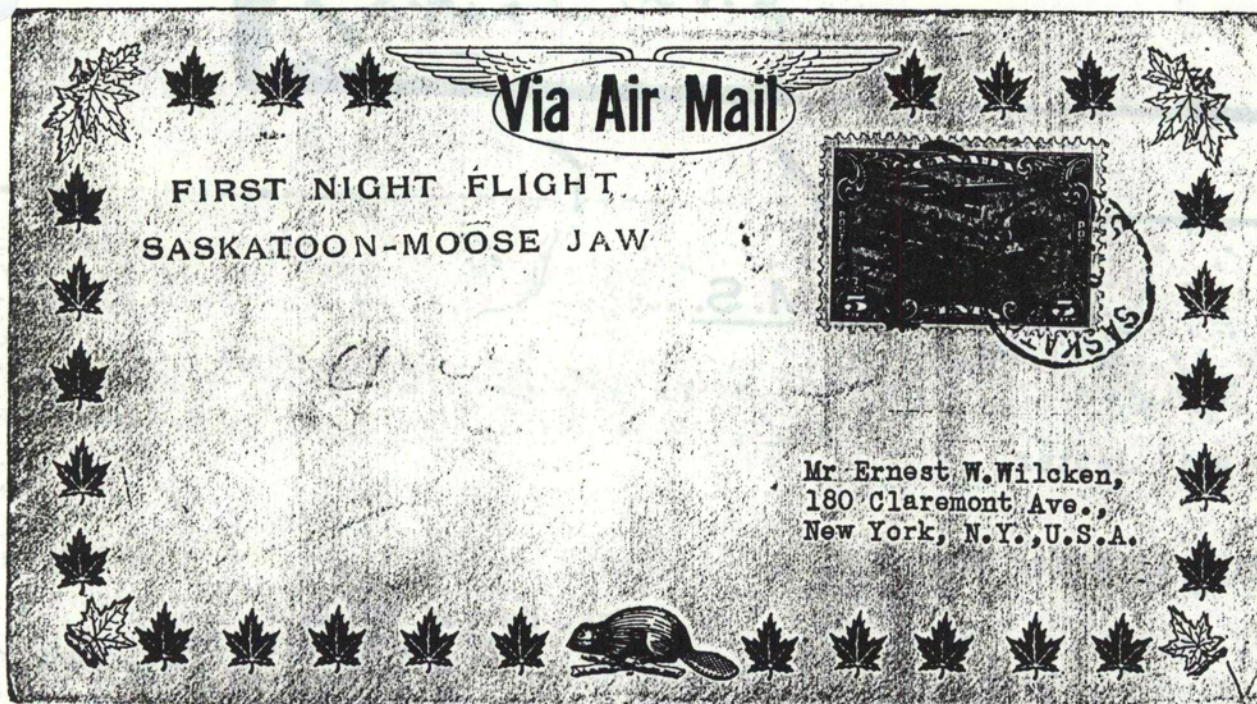
AAMS Flight # 233: HELP -

One study group member has acquired a "Bob of the Northland" cover in the belief that he was getting #233. It has the cachet "First Night Flight / Saskatoon - Moose Jaw" on two lines. However the back stamp date is 1931, not 1930. The cancellation on the stamp also looks like 1931. Can anyone else confirm or deny ?

It would seem odd that "Bob" would do anything on the anniversary of the first night flight. Thoughts. ideas --

Please drop the Editor a note on this one.

Backstamp



The AIR MAIL STUDY GROUP - is a study group under the BRITISH NORTH AMERICA PHILATELIC SOCIETY. This newsletter is published three times a year. Membership fees are \$5.00 US / \$6.00 Cdn and are payable to the Treasurer.

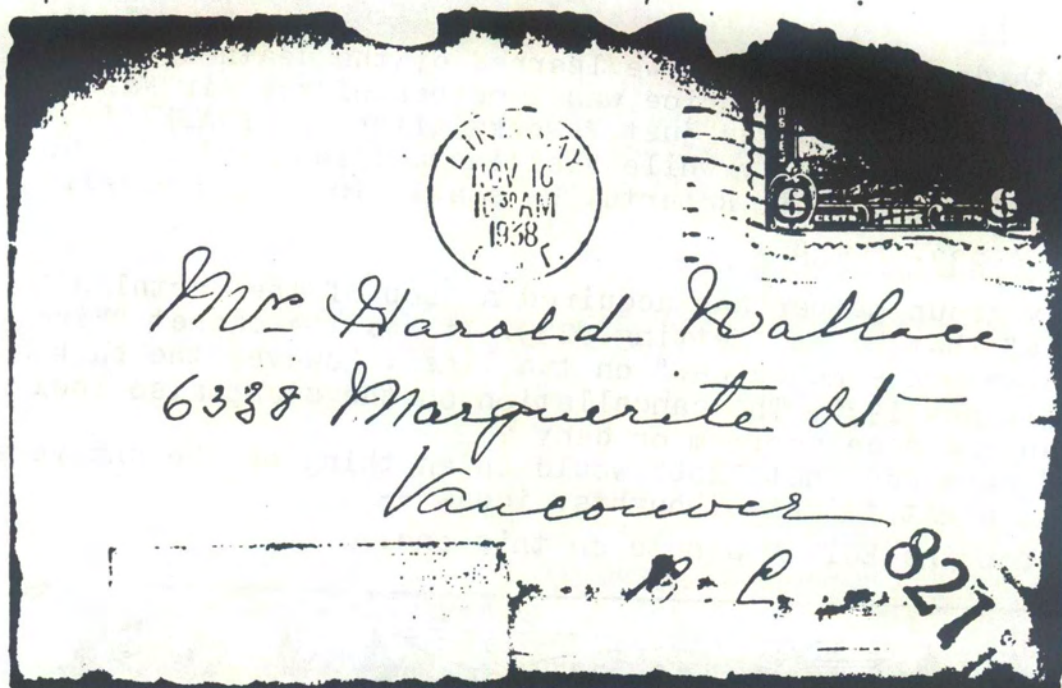
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Crash Mail ?

Jack Wallace has supplied us with a truly upsetting mystery. A letter sent to his mother on November 10th, 1938 appears to have been burned by some means or other. It was an Air Mail letter that seems to have been damaged at Moose Jaw on its way from Lindsay, Ontario to Vancouver.

The mystery is that there is no reported crash for that date. Can anyone who specializes in these things fill us in. Dick Malott has lots of information on crash mail, perhaps he can help. Others may also have first hand knowledge of what went on. Please drop the editor a note with any information you might have.



NESS ONLY

or private use
at of postage

O. H. M. S.

Damaged Air Mail letter
enclosed.

Cover supplied at Moose Jaw

Mrs. Harold Wallace,
6338 Marguerite St.,
Vancouver, B.C.

ponents of your correct address

OFFICE

Book Review:

PIONEERING AVIATION IN THE WEST by Lloyd M. Bungey and The Canadian Museum of Flight & Transportation. This soft cover book was published by Hancock House Publishers Ltd at 19313 Zero Avenue, Surrey B.C. V3S 5J9 for the Canadian market. It was published by Hancock House Publishers at 1431 Harrison Avenue, Blaine, WA 98231 for the U.S. market. Reviewed by Basil Burrell.

This book of 328 pages tells the story of flying in British Columbia from the beginning to the present. Much of the narrative is just that, a written record of the verbal description by the pioneers who performed the feats. The first flight in B.C. was March 25, 1910. It was a Curtiss pusher flown in Richmond at the fair grounds.

As a matter of fact the local fair grounds were most often used for the exhibitions and sometimes the planes shared the space with cows. The pioneer names of pilots and mechanics who dared to fly parallel the names of those who flew the mail. No one could make a living flying the mail so they flew miners, dogs, equipment and even bodies. For those who enjoy research there is a wonderful index that shows the name and which pages refer to each name or event.

Many photographs enhance this volume with identification of the subject and also the plane by registration number. Flying schools were a mainstay of the income flow for pilots. The World Wars profoundly affected B.C. flying and they trained many pilots for the RCAF. The women who flew are not forgotten either.

If there is any drawback to the value of this volume it is perhaps that there was not a map included. For example Jericho Beach is mentioned but its location with relation to Vancouver is not clear. A map would help. I also think a map showing the relationship between central B.C. and coastal B.C. might be in order.

This book is available from The Canadian Museum of Flight and Transportation, 13527 Crescent Road, Surrey, B.C. V4P 1J5 for \$22.95 plus \$2.00 postage (Cdn \$). The museum phone is (604) 535-1115 and their FAX is (604) 535-3292.

MARITIME AND NEWFOUNDLAND AIRWAYS:

The next several pages are devoted to this air line. The basis for the history and descriptions of stamps comes from the references listed below. They are in the Study Group files and copies can be ordered for 5¢ a page plus postage.

References:

1. The Maritime and Nf'd Airways Story by Armand E. Singer published in the Weekly Philatelic Gossip for Sept 22, 1951. (3½ pages)
2. Maritime & Newfoundland Airways Regrets -- by Ed Richardson printed on page 20 of COVERS dated April 1960. (1 page)
3. Stamps that might have been - The Mar. & Nf'd Airways by Ed Richardson published in The Airpost Journal September 1960. (4 pages)
4. Maritime & Newfoundland Airways by Haughton E. Sanguinetti published in BNA Topics, May-June 1978. (6 pages)
5. Canadian Semi-Official Airmails. A report of a 20 year study by the S.O.A. Study Group of BNAPS. January 1985

MARITIME AND NEWFOUNDLAND AIRWAYS:

With the help of several collectors your editor was able to pull together what he considers a good start on nailing down the varieties of this air line's stamps. It seems that the only really complete listing is the one done by Richardson and we will use that for our numbering system. However, there are more items that have come to light which will be covered in the next issue.

Here is a short history of the company for those not familiar with the line. The company was formed in 1930 for the purpose of carrying mail between Newfoundland, St. Pierre (France) and North Sydney, Nova Scotia. The first flight was proposed for December 15th, 1930. However, none of the three governments involved sanctioned the operation and seven months later, after printing stamps, etc, they made a flight in August 1931. All the covers were seized upon landing at St. Pierre and held for 3 years.

When the company got the covers back they applied a small hand stamp reading "First Flight - Air Mail - Canada to St. Pierre - Aug. 1931". This was applied where the normal postage stamp would go and is 23 mm in diameter. The covers were returned to collectors late in 1934 under another cover. A large cachet was applied and signed by their executive, I.R. McGowan (some say J.R. McGowan) a former pilot. The cachet explained their problems. The covers also carried a 60 mm diameter cachet variously placed.

Sheet size: We believe that a sheet was 25 stamps, 5 x 5, and as a proof of this offer the following. The RP-5 sheet pictured with this News Letter. Also the P-1, P-2, and RP-9 are all 2 wide and 5 high with two of them having the selvage top and bottom.

The illustration of RP-1, 2, and 3 is designed to show the color of the design ink, Brown-Red, not the whole stamp. One has been located and it will be shown in the follow up next issue.

The horizontal silver lines that Richardson mentions are very faint but can be seen when you look for them. We have both the black and the magenta cachets on covers to be shown in the next issue. Stay tuned.

1. Section I - Authorized Issue:

O-1 OFFICIAL - Black on Silver surface colored paper. Perf 2 sides.
Note: The Mar 1931 APJ emntions that this stamp had the word OFFICIAL mis-spelled "OFFICAL". However, this spelling did not occur on the issued stamps. It did appear, according to Morgan, on the original proofs, which were printed in sheets of 3, imperf.

P-1 PUBLIC - Bright-Red on Yellow-Orange paper. Perf.

P-2 PUBLIC - Red on Yellow Paper, Perf.

P-3 PUBLIC - Red on Yellow paper. Imperf.

2. Section II - Reprints

RO-1 OFFICIAL - Black on Silver surface colored paper. Imperf

RP-1 PUBLIC - Brown-Red on yellow-Orange paper. Perf.

RP-2 PUBLIC - Brown-Red on Yellow-Orange paper. Imperf.

RP-3 PUBLIC - Brown-Red on Yellow-Orange paper. Part perf. Imperf Vert.

3. Section III - Overprinted Reprints

RP-4 PUBLIC - Stamp # RP-2 overprinted with faint horizontal silver line: Imperf.

RP-5 PUBLIC - Stamp # RP-4 with additional overprint made up of heavy vertical purple lines. Imperf.

Note: Full sheets of RP-5 show a break in all vertical lines between the bottom two rows of stamps.

4. Section IV - Reprints in New Colors

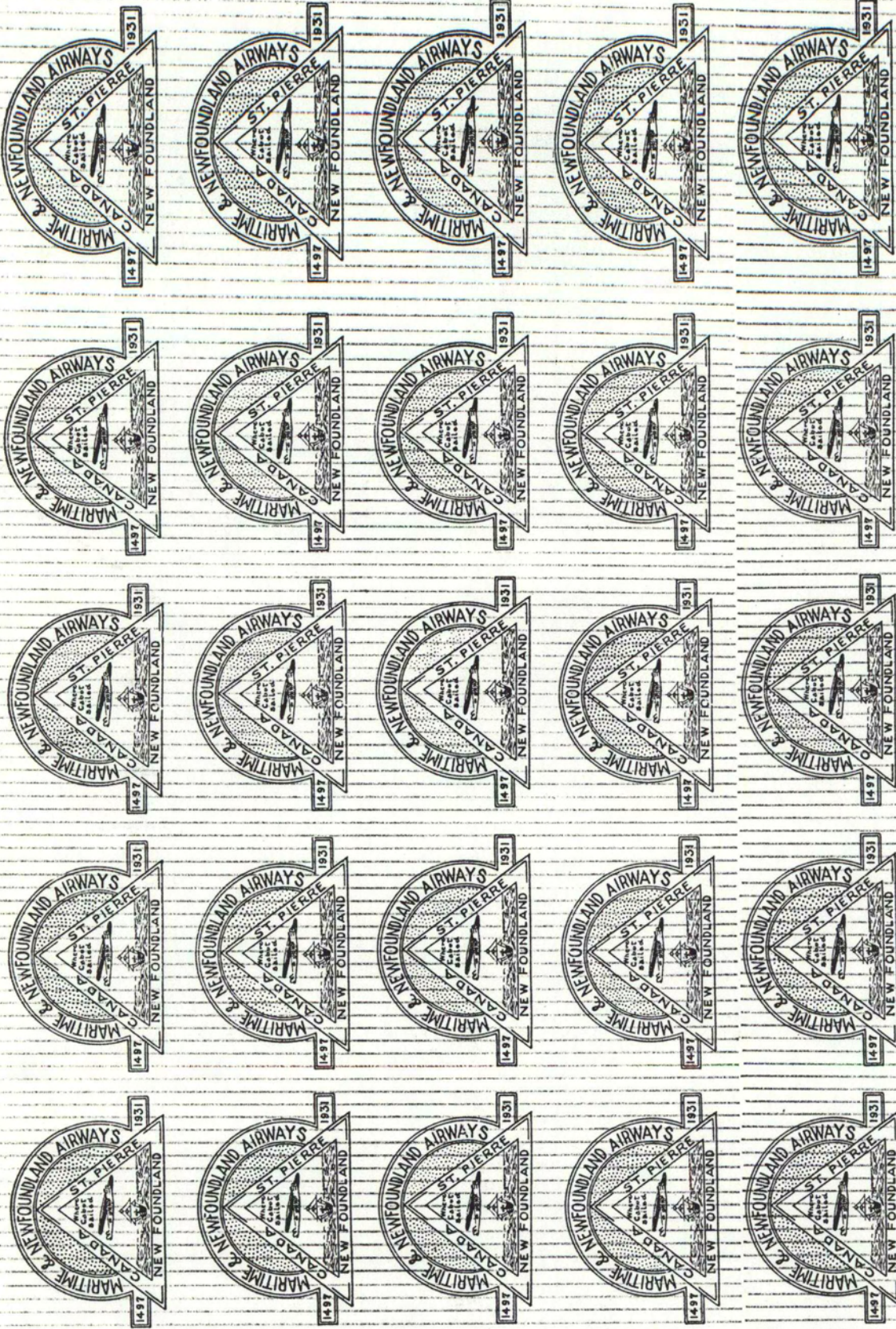
RP-6 PUBLIC - Green on Green paper. Perf.

RP-7 PUBLIC - Green on Green paper. Imperf.

RP-8 PUBLIC - Green on Bluish-green paper. Perf

RP-9 PUBLIC - Black, on Pink on Yellow SAFETY paper. Perf.

RP-10 PUBLIC - Black, on Pink on Yellow SAFETY paper. Part Perf. imperforate vertically.



Printed in the U. S. A.

0 - 1



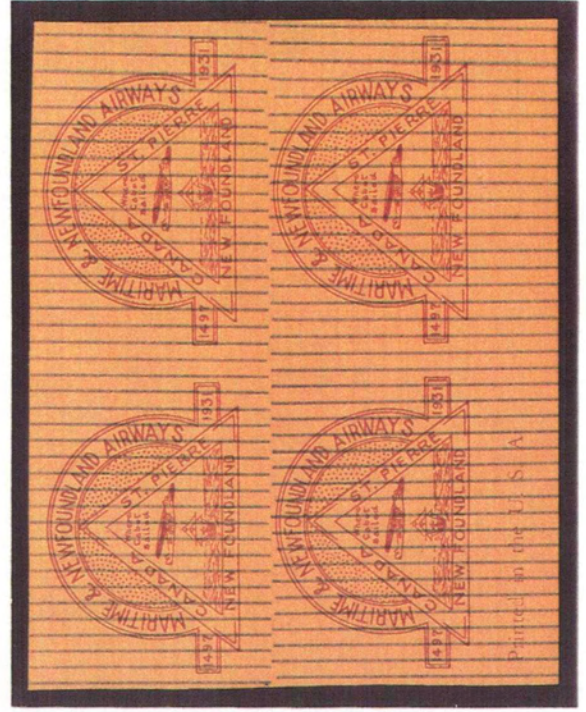
0 - Proof



R0 - 1



RP - 5



F 1

P - 2

P - 3

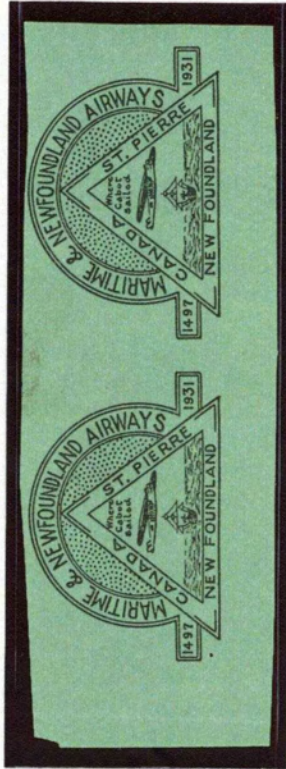
RP -



RP - 6



RP - 7



RP - 8



RP -10

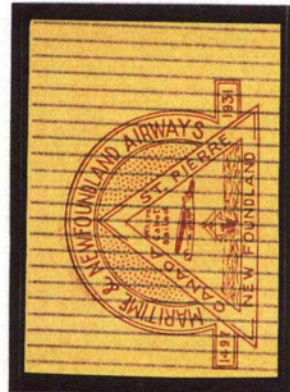


RP-1 : Brown Red on yellow-orange paper, perf
No horizontal lines are evident.

RP-2 : Same as above except, Imperf.

RP-3 : Same as above except, Imperf Vert.

The horizontal silver lines that Richardson makes note of cannot be seen in this photo.



A.C. Roessler's Stamp News #188:

As we all know Mr Roessler had a wide and varied acquaintanceship in the stamp world, particularly in the area of Air Mail. One such contact was Mr. Norman Cherry of Cherry Red Air Lines. Roessler reported in the Stamp News # 188 that the number of covers carried by the air line were as follows:

Ile a La Crosse to Prince Albert --- 1048
AAMS shows Flight # 146 3 Feb 30 --- 1048

He then shows the following for AAMS Flight # 145: AAMS ROESSLER

Prince Albert to Ile a la Crosse	749	749
Montreal Lake to Ile a la Crosse	273	273
Lac la Ronge to Ile a la Crosse	225	225
Ile a la Crosse to Montreal Lake	181	280
Ile a la Crosse to Lac la Ronge	181	181
Lac la Ronge to Montreal Lake	141	141

It seems strange that when all his other cover numbers jibe with the AAMS reported number that he missed on Ile a la Crosse to Montreal Lake. Perhaps it was an error on the part of those doing the AAMS listing and they put 181 in twice. Whatever the case it is still not too late to report this to the committee doing the re-write of the Canadian Section of the forthcoming AAMS Sixth Edition.

HELP !

I saw another one of these markings at a local show. We asked the same question in December issue but so far no response. Doesn't someone in our very knowledgeable group have an answer ? Why was it applied to the cover ? Below is a sample of how it is used.

D. W.

Air Mail Study Group:

This Newsletter belongs to all of us. We have a common interest in the air mail of Canada and its use on covers. Many have been bitten by the bug recently and could really use help from those who have had help from others. If you feel able to write up a specific aspect of what interests you, please do so and it can be enjoyed by all in this Newsletter.

On the other hand if you can suggest ways that it would be of more help to you please let us know. Do you want an exchange column ? Would you like to see a compilation of references ? Would recent prices paid for air mail stamps and covers be of help ? Please give us a hand.

Daredevil pilot over the Noranda stack

by W. Babe Woollett

Although I have not been to Rouyn/Noranda, Que., since 1938, I imagine Lake Osisko still freezes over every winter and that a strong footpath is formed by people walking across the ice, as was the case when I was based there as a pilot and operations manager for Dominion Airways.

I well remember during the winter of 1936 my boss and friend Peter Troup and our office manager, Busto Chase, taking that walk across from Noranda to our base at Rouyn, when a beautiful, shiny Stinson monoplane in McIntyre Mines' bright yellow colors landed on the lake and taxied over to them.

The pilot, the fabulous, infamous and much-loved Clarence (Duke) Schiller leaned out of the aircraft and whispered in that well-known, soft baritone voice of his, that could be heard throughout all of La Belle Province:

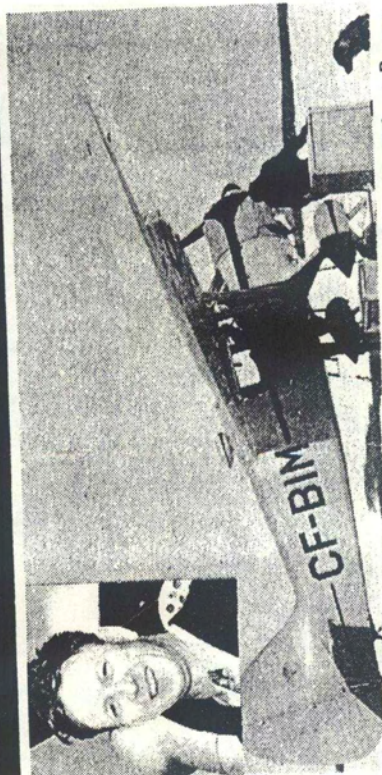
"Hey climb aboard you b...s (one of Duke's favorite terms of endearment), and I'll taxi yer 'ome."

Peter and Busto hopped aboard and as they taxied along Duke yelled, "have you guys ever flown in one of these?"

When advised they had not, he said he would show them what a dream-plane it was, opened the throttle and off they went.

After a while he handed over the controls to Peter and said "try 'er out," but in no time, with another of his whispers that almost shattered the Noranda Mines famous smoke stacks, Duke yelled again, "Oh boy! Let me have 'er, and I'll

Odds 'n' Sods



Duke Schiller (inset) and the McIntyre Mines' Stinson aircraft at Rouyn, which in 1936 he looped almost between Noranda's smokestacks.

show you what she can do."

At that, he took over the controls, stuffed the nose down, gave it full throttle and pulled the Stinson up into a loop almost between the smoke stacks.

Needless to say, Peter was not amused, and poor old Busto did something unmentionable in his trousers.

White with rage

Duke brought the plane in for a landing with a vertical sideslip to the right, then the left, flattened out with a little tail whisk, and pulled up a few yards from the Dominion Airways base.

Duke grinned from ear to ear at the admiring crowd — but the grin disappeared when Peter grabbed the pilot by the front of his familiar leather windbreaker, shook him like a rabbit, tossed him into a snow-

that vital part of the aircraft. The whole tail could have been torn off in that loop. He was very humble for a while.

Naughty boy

Duke was a great prankster. At times, a naughty boy. But he did some outstanding flying, participating for instance in the rescue of Captain Koehl, Baron Von Huenefeld, and Irishman Major Fitzmaurice, who landed "The Bremen" on Greenly Island after completing the first westward Atlantic ocean flight, on April 18, 1928.

I was probably closest to Duke during the early stages of World War II, when he gave up alcohol completely and did an outstanding job as one of my senior pilots at No 1 Air Observers School in the British Commonwealth Air Training Plan at Malton, Ont.

Eventually, while I hated to lose this amazing guy, in fairness to him I had to recommend him to Punch Dickens, who had started the civil-operated Trans-Atlantic ferry service before it was taken over by the Royal Air Force.

After many successful deliveries of aircraft to England, Duke was killed in a flying accident which I believe was in a Canso flying boat, at Bermuda.

It would indeed be hard to find a fellow with a bigger heart who had a more colorful flying history in Canada in the 1920s and into the '40s.

Even Peter Troup and Busto Chase forgave and loved him.

Author Woollett, a former bush pilot and fighter pilot, now lives in Hawaii.