



BNAPS  
AIR MAIL  
STUDY  
GROUP

VOLUME 5 - NUMBER 4

DECEMBER 1997

#### CHAIRMAN'S COMMENTS:

The officers of the Air Mail Study Group recognize that there is a certain amount of confusion when trying to identify the year in which we are operating. In the past we have started the year with the December issue because that was the first issue following the annual meeting at BNAPEX.

It seems to us that it would be better to have all the issues in a year be called that year's product. It will make for a better understanding of what you are being billed for. Therefore, this is Number 4 of Volume 5, and will probably be the only No 4 ever issued.

This issue comes with a notice about paying up your annual dues. You are asked to pay for 1998 and there will be at least three issues in 1998, April, August, and December and they will be Volume 6.

ROSTER: We have never published the names of those in the Study Group, but on occasion their names appear on their contributions. If they want an answer the address is included. Please indicate on your dues payment slip if you agree or disagree with this program.

NEWSLETTER: The format has been pretty much the same throughout the life of the newsletter. I file mine in a 3 ring binder. Do any of you feel that would be an asset to you in using the newsletter or keeping it in an orderly fashion. Please note on dues notice.

ADDRESS: Please don't forget to make us aware of address changes. If the label on the front of the cover is wrong please advise.

CHRISTMAS season is upon us and your Chairman and Editor want to wish you all the best of holiday festivities as well as a truly meaningful religious rebirth of spirit to be devoted to philately.

#### COLLECTING FLIGHT COVERS:

In the August issue of the Newsletter the question was asked, "If there is a choice, is it better to have all covers from one philatelist or from several"?

The majority of the replies seemed to say, "The cover is the thing", don't worry about the origin. No one felt there was any extra value one way or the other.

THE AIR MAIL STUDY GROUP is sponsored by the BRITISH NORTH AMERICA PHILATELIC SOCIETY. The Study Group News Letter is published three times a year. (December, April, August). Membership dues \$5.00 (US) or \$6.00 (CDN) and are payable to the Treasurer or BNAPS Study Group.



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BNAPEX '97:

While it is still fresh in my mind I felt I should share with all of our members who could not attend a few thoughts about Newfoundland. First, and most interesting, this meeting had the largest attendance of any BNAPEX to date. About 240 people journeyed to the Easternmost part of Canada to dine on cod, salmon, shrimp and scallops. We were introduced to SCREECH, a rum, and entertained by the warmest people one could ever hope to meet.

St John's is a city of 180,000 with easy access to the countryside, the harbour and 500 years of history at every turn. Some of us had the opportunity to go and visit the Puffin Paradise of some off-shore islands. Also observe the digs at Ferryland and Cupids. But the natives made it all come alive with their eagerness to help and teach.

The exhibit consisted of 160 frames. One of these, #136, was ours. It was the only Air Mail shown. We did not get a medal, but a certificate of participation which is shown at the bottom of the page. There were 11 members of the Air Mail Study Group at the show and we had 8 at our meeting to hear Derek Rance give his views on research as it is related to first flights. After his presentation we had a chance to exchange information and questions on some of the items brought to the show. In particular the Ed Harris story on what he knows to be the only one of a first flight by "Wop" May. The story will follow - promise !

We had the assistance of 16 dealers, and some of them had to mind their booths instead of coming to our meeting. I should also mention the hotel accommodations. They were excellent and the parties put on by the Committee were super. If you have some specific questions please let me know and I will get you an answer.

British North America Philatelic Society

**BNAPEX '97**

St. John's, Newfoundland  
August 28-30, 1997

## Participation Award

Awarded to

*Air Mail Study Group*

For an Exhibit of

*Air Mail Delivery by Male Air  
Pilots. Romance of the Bush Pilot.*



*Horace W. Harrison*  
Horace W. Harrison, OTB, Chief Judge

*Victor L. Willson*  
Victor L. Willson, President



**BNAPEX '97 FRAME # 136:**

In an effort to get people's attention I used the Title Page shown below. To illustrate things we are interested in we first showed John Wannerton's 2 pages of supplementary mail. This was followed by three pages from Ed Harris of courtesy flight markings. These were from MacKenzie Air Service, Ltd., Canadian Airways Ltd., and Arrow Airways Ltd.

Bob Jamieson brought 5 panes of CL 1,2, and 4 plus the booklet covers for the same. Laurentide never looked better. Murray Heifetz sent 3 sheets that showed the Canadian Pacific Airlines as it developed by using pictures, FFC's, air labels, and baggage tags. We illustrated the 9 Canadian Air Mail stamps. The bottom row was a discussion and illustration of stamps having DC 3's on them. 34 were shown in this Jim Brown collection which noted that Egypt had 57 alone.

Thank you to all those who made BNAPEX '97 a success for Air Mail. It has been suggested, and will perhaps come to pass, that next year the Study Group exhibits will be accepted in the form of a color reproduction of a page from your collection or exhibit. This will surely lower the angst when it comes to getting items to a meeting that you will not personally attend. One plus of this is that Bill Topping would agree to show his 2 line by 8 wide block of Yukon Airways w/selvedge. Such unique items, which might not travel too well, could be included in our 1 frame exhibit.

I was able to take a picture or two of our frame as it was on the end of a row. Let me know if anyone wants or needs copies.

# BNAPEX AIR MAIL STUDY GROUP

## WE ARE INTERESTED IN THE POST OFFICE.

Executives at the Canada Post Office Department wanted to make Air Mail succeed. A Newfoundland flight from Botwood to Halifax was scheduled for 30 Nov 1921. It was delayed until 10 Dec 1921.

In the meantime mail was added to the freight load. Two examples of such supplementary mail are shown.

## WE ARE INTERESTED IN THE "COURTESY" POST OFFICE.

When there was no official post office because a new gold town suddenly grew in the bush, the private air lines would sometimes carry "Courtesy Mail". This was done because of the morale benefit to addressee, or because of friendship between the pilot and sender.

This even carried over to established routes as illustrated on pages 4,5, and 6.

## WE ARE INTERESTED IN THE PRIVATE AIR LINES.

The first company given permission by the Post Office to issue its own stamps (Semi-Official Air Mail Stamps) was Laurentide Air Services, Ltd. Pages 7 and 8 illustrate this companies efforts.

## WE ARE INTERESTED IN THE LARGE MODERN AIRLINES.

Canadian Pacific Airlines developed the routes that the bush pilots pioneered. They marketed themselves, they evolved into a national necessity.

## WE ARE INTERESTED IN THE STAMPS.

Illustrated here are the nine (9) Air Mail Stamps that have been issued by the Canadian Post Office.

## WE ARE INTERESTED IN THE PLANES.

When World War II ended, one of the most tested of all aircraft used to carry anything, including mail, was in generous supply. This was the DC-3.

This fact was not lost on the stamp designers of the world as evidenced by the 34 specimens shown.



# PHILATELY & FLIGHT



This Curtiss H1S-2L (USA 1917) was used by C.A.F./R.C.A.F. and the Air Board. Also used in British Columbia for fisheries patrol and by the U.S. Navy. The first stamp was green, later printings were red and included the inscription "CANADA 1924."



The first aircraft to cross the Atlantic - in stages - was the Curtiss NC-4 (USA, 1918).



The Vickers Viking (Canada, 1919) is on Fairchild's semi-official stamp even though Fairchild never had a Viking, they used a Vickers Vedette.



21 countries have honoured the Dornier Do J Wal (Germany, 1923) on a total of 84 stamps. Above is the commemorating stamp for Amundsen's North Pole trip.

## THE ERA OF THE FLYING BOAT

by Jim Brown

The flying boat acquired its name from having a hull which settles in the water and acts as an undercarriage.

The world's first flying boat was built by Glenn Curtiss in 1912 and the first metal hull was built by the first aircraft manufacturers, the Short Brothers in England. The flying boat had its hey-day during the period between World War I and II, producing civil and military designs which did much to open up the air routes of the world. Air travel was made a reality and greatly sped up the transportation of mails and freight.

The most notable builders of the flying boat included these: Dornier, Germany; Savoia-Marchetti and Macchi, Italy; Latecoere, Liore et Oliver, CAMS, and Breguet, France; Consolidated, Curtiss, Boeing, Martin and Sikorsky, USA; Saunders-Roe, Short Brothers and Supermarine, UK.

The high price of operation, compared to wheeled aircraft, and the rising number of airfields caused the flying boat to diminish in popularity at the end of World War II.



The world's first passenger service from St. Petersburg to Tampa, Florida (21 miles), was made by the Benoist Type XIV (USA, 1914).



Also known as the Saigon Flying Boat, the Breguet 530 (France, 1933) was honoured with a set of six stamps issued by New Caledonia between 1938-40.



The Consolidated PBY - Catalina (USA, 1936) was the largest production of any flying boat. Eight countries have issued eleven stamps with PBY's including the Bahamas for the 50th anniversary of the end of WWII.



Twelve countries have issued 20 stamps with the Short Empire S.23 (Great Britain, 1936) including Bermuda commemorating the 50th anniversary of the Cavalier flying the first mail from Bermuda, May 1937.



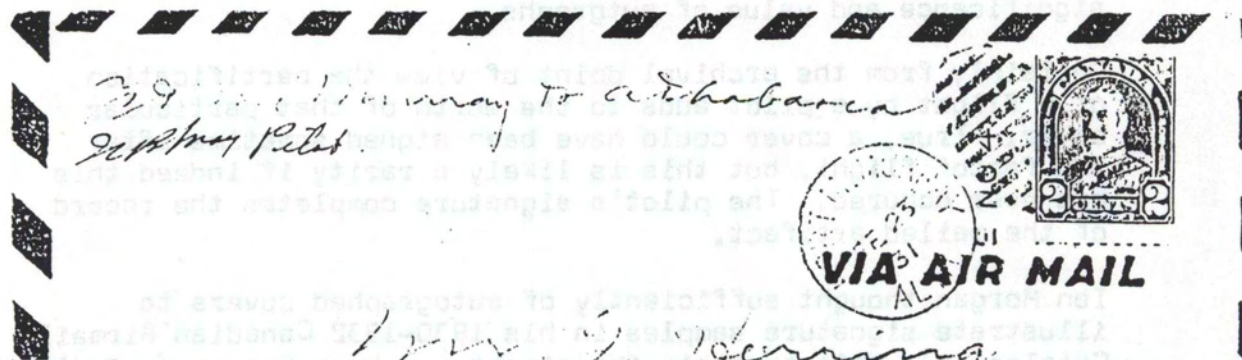
The longest serving aircraft with the R.A.F. (1938-1958), the Short Sunderland S.25 (Great Britain, 1938) is honoured with 9 stamps from eight countries including Grenada for the 75th anniversary of the RAF.



PILOT SIGNATURES:

In the August issue some pilot signatures were shown and they hit a responsive cord. Chris Hargreaves was kind enough to send a better copy of "Wop" May's signature than the one reproduced in the letter. He also submitted the page from Ian Morgan's catalog with signatures.

Chris points out the top center signature of H.L. Pot. He was not a pilot for Laurentide, but an administrative clerk. (AAMC page 1664.) Are there any other imposters?

AUTOGRAPHS OF CANADIAN AIRMAIL PILOTS.

<i>J.R. Runtz</i> J.R. Runtz (Laurentide Air Service)	<i>W.L. Cope</i> W.L. Cope	<i>Wop May</i> Wop May (Laurentide Air S.)	<i>G.H. Scott - Blood</i> G.H. Scott - Blood	<i>Clvin R. Burge</i> Clvin R. Burge	<i>T.G. Stephens</i> T.G. Stephens (Tukon Airways)	<i>J.H. StMartin</i> J.H. StMartin
<i>A. R. Robertson</i> A. R. Robertson (Laurentide Air Service)	<i>W.L. Pot</i> W.L. Pot (Laurentide Air Service)	<i>G.H. Scott - Blood</i> G.H. Scott - Blood	<i>Booth - Commander Elco</i> Booth - Commander Elco	<i>W.C.A. Stevens</i> W.C.A. Stevens (W.C.A.)	<i>J.H. StMartin</i> J.H. StMartin	<i>J.H. StMartin</i> J.H. StMartin
<i>B.W. Broatch</i> B.W. Broatch	<i>W.C.A. Stevens</i> W.C.A. Stevens (W.C.A.)	<i>W.C.A. Stevens</i> W.C.A. Stevens (W.C.A.)	<i>W.C.A. Stevens</i> W.C.A. Stevens (W.C.A.)	<i>W.C.A. Stevens</i> W.C.A. Stevens (W.C.A.)	<i>W.C.A. Stevens</i> W.C.A. Stevens (W.C.A.)	<i>W.C.A. Stevens</i> W.C.A. Stevens (W.C.A.)
<i>J.M. Patterson</i> J.M. Patterson (Tukon Airways)	<i>A. Malone</i> A. Malone (Cherry Red Airline)	<i>E. Holmes</i> E. Holmes (Cherry Red Airline)	<i>D.S. Bondurant</i> D.S. Bondurant	<i>H.A. Oak</i> H.A. Oak (Dominion Exploration)	<i>H.A. Oak</i> H.A. Oak (Dominion Exploration)	<i>H.A. Oak</i> H.A. Oak (Dominion Exploration)
<i>L.H. Dickinson</i> L.H. Dickinson (Punch" Dickens - W.C.A.)	<i>R.K. Rose</i> R.K. Rose	<i>G.M. Dean</i> G.M. Dean	<i>H.A. Oak</i> H.A. Oak (Dominion Exploration)	<i>H.A. Oak</i> H.A. Oak (Dominion Exploration)	<i>H.A. Oak</i> H.A. Oak (Dominion Exploration)	<i>H.A. Oak</i> H.A. Oak (Dominion Exploration)
<i>Walter Fleming</i> Walter Fleming	<i>H.C.W. Smith</i> H.C.W. Smith	<i>V.M. Irvine</i> V.M. Irvine	<i>A.F. Ingram</i> A.F. Ingram	<i>A.F. Ingram</i> A.F. Ingram	<i>A.F. Ingram</i> A.F. Ingram	<i>A.F. Ingram</i> A.F. Ingram
<i>H. Watt</i> H. Watt	<i>R.H. Bibby</i> R.H. Bibby	<i>I. Clyn-Boyd</i> I. Clyn-Boyd (Commercial Airways)	<i>I. Clyn-Boyd</i> I. Clyn-Boyd (Commercial Airways)	<i>I. Clyn-Boyd</i> I. Clyn-Boyd (Commercial Airways)	<i>I. Clyn-Boyd</i> I. Clyn-Boyd (Commercial Airways)	<i>I. Clyn-Boyd</i> I. Clyn-Boyd (Commercial Airways)



PILOT SIGNATURES:

In addition to Chris comments I heard from Trelle Morrow who has sent along the following 2 pages of signatures with his comments to amplify them. None are duplicated in previous listing.

A U T O G R A P H S

The article by Del Benbow in the August, 1997, issue of the Study Group Newsletter gives rise to further thoughts on the significance and value of autographs.

Certainly from the archival point of view the certification of a flight by a pilot adds to the worth of that particular cover. True, a cover could have been signed sometime after the fact of flight, but this is likely a rarity if indeed this has ever occurred. The pilot's signature completes the record of the mailed artifact.

Ian Morgan thought sufficiently of autographed covers to illustrate signature samples in his 1930-1932 Canadian Airmail Catalogues. Unfortunately the signatures have been reduced in scale and are not easy to use of verification purposes.

Then too, the scarcity factor enters into the picture and this factor alone is enough to whet the appetite of most collectors. In reviewing the Western Canada position we can observe that there are plenty of autographs of some of the Prairie flights; witness the Wop May, Roy Brown, Hollick-Kenyon, and even Punch Dickens covers. Further West we find a fair number of Sheldon Luck and Grant McConachie autographs in the 1937-38 period. Autographs of Kubicek, Field and Tweed are of the same vintage and same employ, but these pilots did not have as much opportunity to make first air mail flights as the previous mentioned. So, scarcity definitely plays a part in cover significance. Further, from an historic archaeology point of view, the time period of the autograph can be of interest. For example, the Pat Renehan autographs on the Pacific Coast in 1930 represent a very restricted time period for this air mail pilot as he was killed in a crash while engaging in the Paddy Burke search at the end of the year.

So, when the day's work is done, autographs do form an interesting and worthwhile segment of cover documentation. Much attention is given to corner cards, post marks, airmail endorsements, route markings, postage rates and labels, so why not the certification by the pilot?

Trelle A. Morrow.





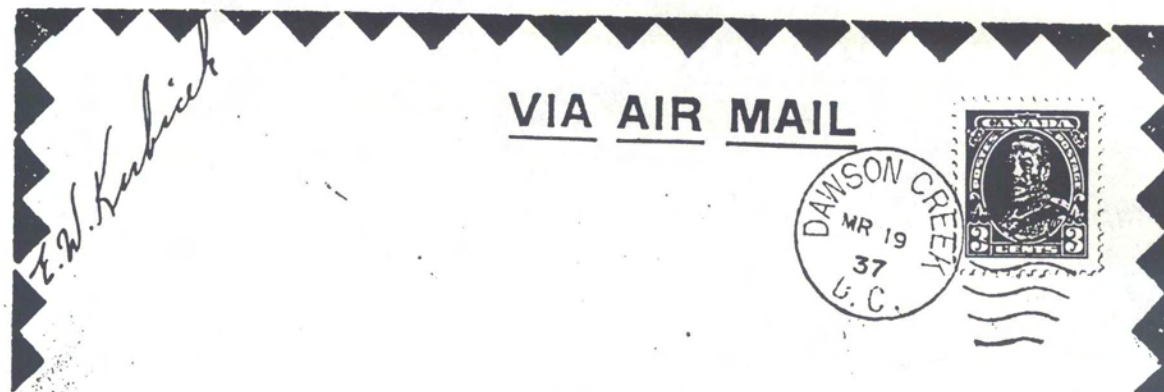
Sheldon Luck, U.A.I.

G.W.G. McConachie, the rubber stamp autograph.

G.W.G. McConachie - U.A.I. the pen autograph

R. Randall - Northern Airways

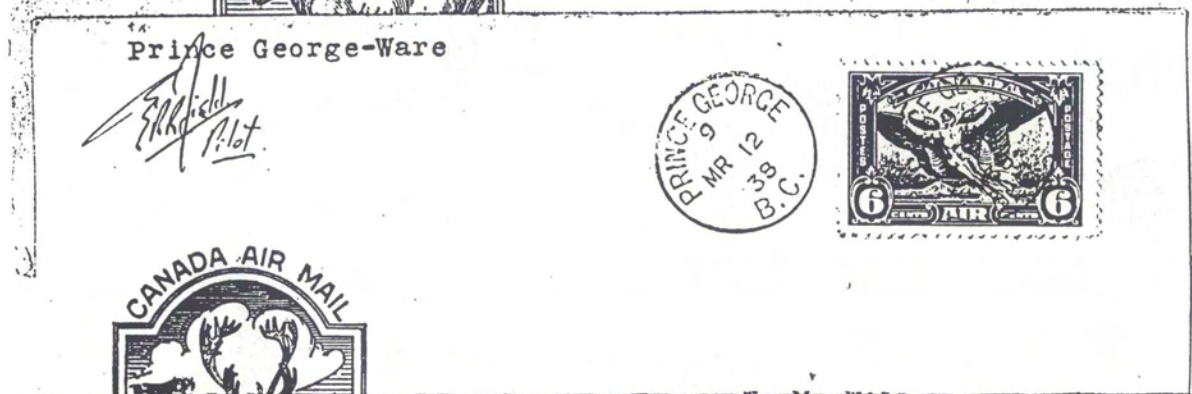




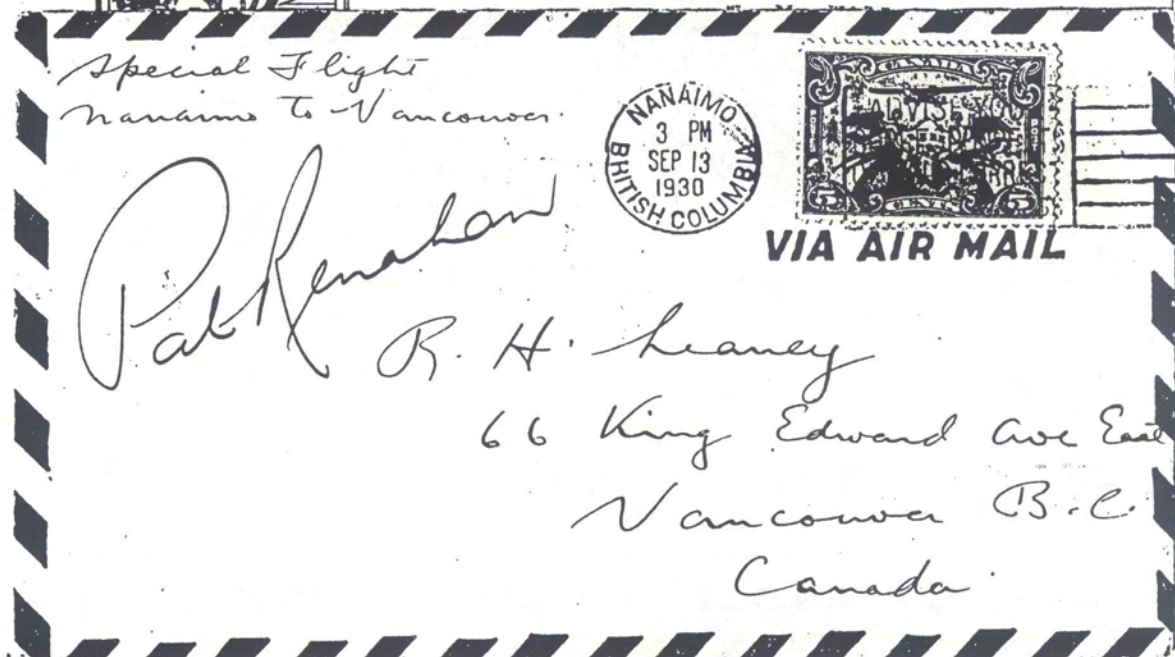
Ernie Kubicek - U.A.T.



Charlie Tweed - U.A.T.



Ted Field - U.A.T.



Pat Renahan - Alaska Washington







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THE AERO CLUB OF CANADA