



BNAPS
AIR MAIL
STUDY
GROUP

VOLUME 6 - NUMBER 3

DECEMBER 1998

CHAIRMAN'S COMMENTS:

BNAPLEX '98 was held in Orlando on October 8th to 10th during a very unusual warm spell, even for Florida. 92 degrees during most of the daytime made the exhibit floor a most attractive alternative.

There were 72 frames in the exhibition divided into 14 collector's interests. Unfortunately there was not an Air Mail or related exhibit entered. Perhaps next year when we are in the heart of bush pilot country we will see our way clear to showing off those prizes that we have accumulated during the years. I know that TOPICS will cover the subjects and awards so I will not repeat it here.

We had our Air Mail Study Group meeting at 10:00 AM on Friday and while it was a bit sparsely attended, there weren't too many of us at the meeting. We did enjoy getting to know our new member G.M. Cooper. The business meeting directed your officers to continue the Study Group activities as they have been conducted in the past. Bas Burrell would like to hear from more of you, if you have time, about the odds and ends that make up your stamp world. John and Alicia Wannerton were not able to get here this year because of a family wedding, but Bas announced at the General Meeting why they were missing.

The locale of International Drive in Orlando offered a variety of things to do. We were near Disney and Universal as well as a grown-up shopping area that has blossomed in just the past few years. With that growth has come gourmet dining, something Florida has not been known for in the past.

To summarize: we had a smaller than usual meeting in a warmer than usual place with better than usual entertainment opportunities. The business of BNAPS was conducted and the business of the Air Mail Study Group was conducted.

Sincerely,
Ed Christman

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.



Chairman -
Ed Christman, Jr
5419 Jason Street
Houston, Texas
77096 USA

Secretary/Treasurer
Basil S. Burrell
857 Pembroke Dr.
Lake Forest, IL
60045-4202 USA
Ph: (847) 735-1885

EDWIN D. BENBOW:

I am very sorry to have to bring you the news that we lost one of our original members just before the Orlando Convention. "Del" Benbow lived and worked in and near Ft Worth, Texas. He had suffered with a debilitating illness for several years and we saw him briefly at the 1996 BNAPEX at Ft. Worth. He was only able to be up for a couple of hours at a time, and he gave us two of those valuable hours.

Del gave both stamps and money to help with this newsletter and I will surely miss his assistance. The pilot signatures are his and I shall show them until I have reached an end. Perhaps others will help.

Thank you, Del, for sharing your life and times with us, all in the name of philately.

NEW MEMBERS:

I am happy to be able to report the names of two new members of the Study Group. First is Thomas G. Barrett of Massachusetts. The second is Graham M. Cooper of the Bahamas. Graham had an exhibit at Orlando entitled "Resources of Newfoundland" for which he was awarded Vermeil. He is particularly interested in proofs and essays. However, Air Mail is also in the mix and we welcome both these gentlemen to our corner of the world.

PATRICIA AIRWAYS & EXPLORATION LTD.:

I indicated once that this was the most confusing of all the Semi-Official Air Mails. However I was sure I could set it straight. I didn't and I messed it up even more. Bear with me and I will try to get us back on track.

On the yellow sheet included with the August 98 issue of the Newsletter I showed the various cuts of the overprints as taken from the Scott catalog. They are labelled as shown below.

HAILEYBURY
and
ROUYN
10 cents

A

Special Air Service
Sioux Lookout
and
Red Lake District
5 cents

B

RED LAKE

D

On the next page, blue-green for the Style Two the following overprints are used. These are as described in the Morrow/Sissons work.

HAILEYBURY
and
ROUYN
10 cents

A

Special Air Service
Sioux Lookout
and
Red Lake District
5 cents

B

RED LAKE

C

I am sorry for the mix-up, but so far noone has called me on it. Maybe this is a waste of all of our time. Glad to hear your thoughts.

STYLE TWO:

The following comparison table is only for Style Two, a black and red on blue-green paper. Perforated 12 and printed in sheets of eight.

PATRICIA AIRWAYS & EXPLORATION LTD.
 STYLE TWO. PERFORATED 12 X 12
 PRINTED IN SHEETS OF 8. FIRST FLIGHTS
 JULY 7, 1926. GREEN PAPER, BROWN INSCRIP.

SCOTT 1995

DAMES 1982

DAMES 1995

MORROW/
 SISSONS

CS 23	Regular issue, green paper	CL 18	13	SO 14	S22	
CS 23a	F.E.D. Overprint on regular issue in green	CL 18e	13c	SO 14c	S22f	
CS 23b	F.E.D. overprint with LOOKOUT for LOOKOUT	CL 18f	13d	SO 14d		
CS 23c	Regular issue with Route printed in black				S22e	
CS 23d	Regular issue with route omitted		13b	SO 14b	S22d	
CS 23e	Regular issue with OTT for OUT in Lookout	CL 18c	13a	SO 14a	S22b	
	Imperfect pair (See Scott proof section SOA.)	CL 18a			S22a	
	Horizontal pair, imperfect between	CL 18b				
	Horiz. pair, imperfect between + OTT variety	CL 18d			S22c	
	Reg. issue overprinted "OFFICIAL STAMP" blue/black		13A	SO 14A		
	Reg. op. "SPECIAL DELIVERY TO PINE RIDGE" in blue		13B	SO 14B		
CS 24	Regular issue with type A overprint, brown ascending (I have used as equals brown and red brown)	CL 19b			S23b	
CS 24a	Regular with Type A overprint in black	CL 19a			S23a	HAILEYBURY and ROUYN 10cents
CS 24b	Type A overprint with broken "N" in brown (Dark red)		15b	SO 16b		
	Type A overprint in red, ascending	CL 19	15	SO 16	S23	A
	Type A overprint in deep red		15a	SO 16a		
CS 25	Reg issue with Type B in black ascending	CL 20	21	SO 22	S24	Special Air Service St. Louis Lookout and
CS 25a	Reg issue with Type B in black, descending	CL 20a	21a	SO 22a	S24c	Red Lake District 5 cents
	Reg issue with Type B in RED ascending	CL 20b			S24a	B
	Reg issue with Type B in RED descending	CL 20c			S24b	
	Reg issue with RED op descend. 3rd "O" in LOOKOUT is malformed, (Position 7)	CL 20d				

THE AIR MAILS OF CANADA AND NEWFOUNDLAND:

As with any new work, there is always a chance for error that can be corrected and later introduced into the next edition. Jim Brown, who wrote the book "Hubbard, The Forgotten Boeing Aviator" calls to our attention a couple of items.

A quote from Jim: "I supplied all my research on FAM2 including the so-called interruption of service, which was a figment of Roessler's imagination, and they still included the Canadian part ie the resumption of service between Victoria and Seattle 21 Sept 25".

The problem here is that the story of Pioneer Flight 35 (pg 1661 5th Edition) was copied as it was into the new catalog on page 31 PF-29. Lets hope this will be corrected in next printing.

Jim also mentions that he submitted information on a cover that he has which was on a crash of T.C.A. 18 Nov 38 near Regina. Dick Malott has a couple of these and we showed the one that Jack Wallace has in Vol 2 # 2 (April 94) with a follow-up August 94, Page 17.

It is too bad that this documented crash was omitted.

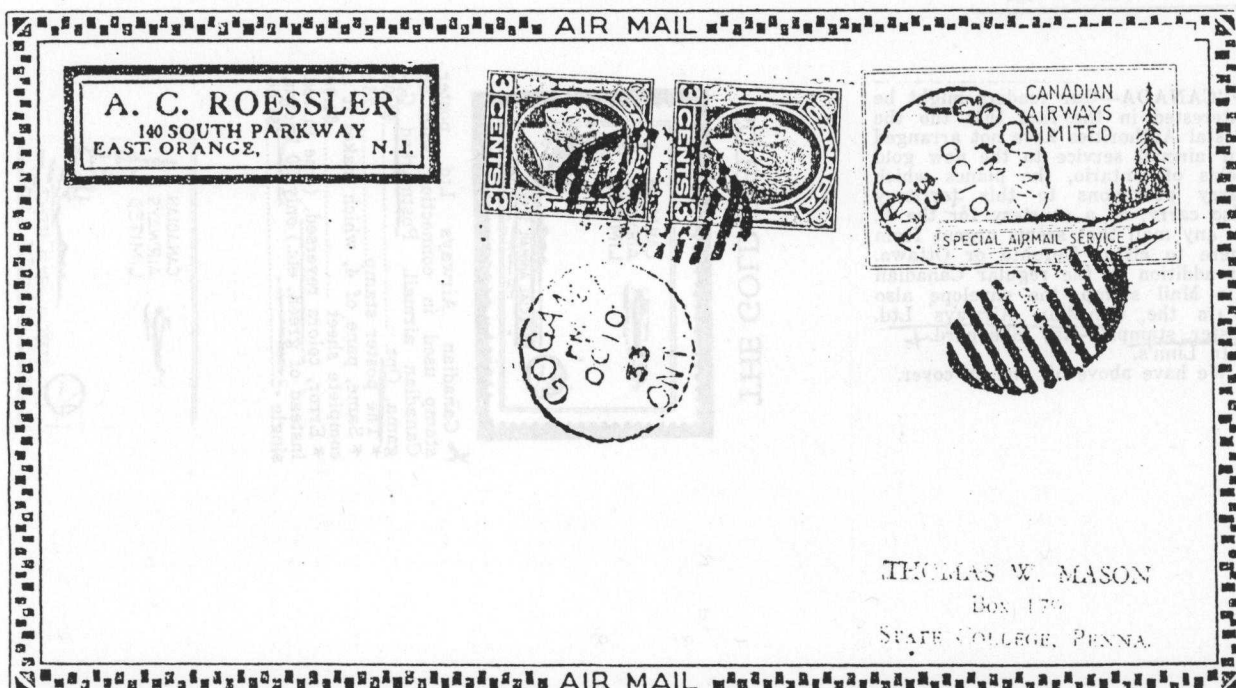
A third correction that Jim would like to see is in PF-11, Page 27 which nearly copied the text from Flight Pioneer 12 page 1656 of 5th Edition and repeated the errors. First, the airplane was a CL-4S not a C-3. (Boeing never made a C-3.) The refueling was at Edmonds, Washington, not Edwards. Edmonds is still an active fuel depot for Standard Oil or some of its successors.

On page 158 is a new listing supplied by Jim Brown #3801. He has a cover and knows of no other cover from this flight. He has a picture of the aircraft at Barnes Lake Ashcroft with pilot Sheldon Luck and Ginger Coote, who was only a passenger on this flight. The aircraft didn't allow for a co-pilot. Along with Luck and Coote were six dignitaries. Sheldon Luck is still living and told Jim the story.

I think there was a misprint of the value of the cover- perhaps 1,000

CANADIAN AIRWAYS LIMITED:

The following was sent by John Wannerton to tell the story of the green and orange trees. I wonder if our group has all 20 known ?



WRITTEN COMMENT BY MR. McDONALD, MANAGER
OF THE CANADIAN AIRWAYS LTD.

Reference Yellow clipping. This is a definite fraud which we exposed at the time. The design was taken from the enclosed envelope. He never operated a base at Saganag, and we never had what was known as a "Sticks privilege" in that area. The stamp business is full of rogues, but we expose them.

COPY

FOR YOUR INFORMATION

CANADIAN AIRWAYS LTD.

THE
'FRAUDS'
RED TREE
UNKNOWN

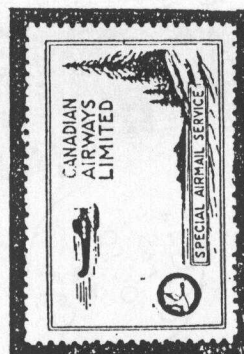


*"CANADA—Our readers might be interested in the fact that tho the Postal Authorities have not arranged for airmail service to the new gold fields of Ontario, the planes which carry provisions to this territory also carry, as a courtesy for the P. O. any mail that seems urgent from there to either Toronto or Ottawa. In addition to the regular Canadian Air Mail stamp, the envelope also bears the Canadian Airways Ltd. poster stamp."—Ray Sheppard.

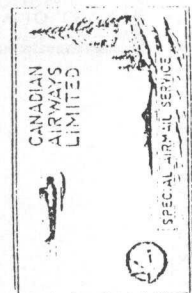
In Linn's.

We have above off and on cover.

THE GOLD FIELDS



* Canadian Airways Ltd. poster stamp used in connection with 6c Canadian airmail. Postmarked Saganag, Ont. \$1.00
* The poster stamp. 25c
* Same, pane of 4, which makes it a complete sheet \$1.00
* Error, colors reversed, (tree in red instead of green, etc.) only 20 known, single \$1.00



NORMAL 'GREEN' TREE

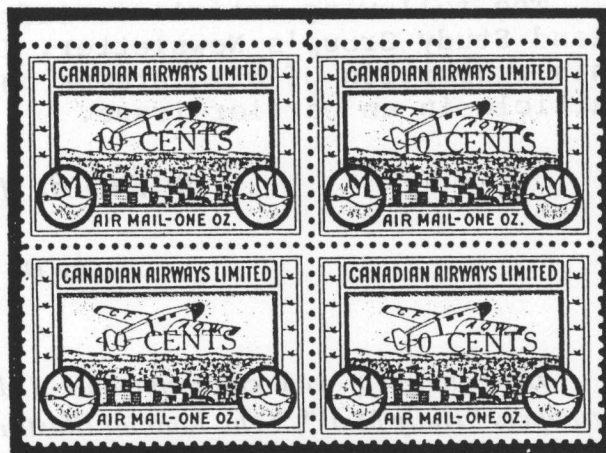
CANADIAN AIRWAYS LIMITED:

In a recent mail bid auction we were all offered a block of four of this company's stamp with a variety they called the "plugged S".

I asked to see a xerox of this lot as I did not know of it. At the right is their answer - "the upper right stamp shows the plugged S variety".

Can anyone else confirm this as a legitimate variety or is it a simple ink blot? It seems to me a variety should be able to repeat somewhere.

I look forward to your comments.

FOLLOW-UP ON CLP3 IN APRIL 1998 NEWSLETTER:

Murray Heifetz has sent the following letter with reference to the color pages of the CLP3. It is copied complete and makes points that we would all do well to consider.

Just received the April 1998 Bulletin with the repro of the sheets of CLP3. One of the sheets of which Bob Jamieson had a photocopy was mine. I guess it was the one he referred to as "the fifth". In examining the various sheets, the concept leaped out that this would now be very easy to plate. The reason for this is that on the 3 mint sheets shown, there are little squiggles under each stamp that all varied from each other and seemed so simple to distinguish. However, on examining my sheet and my own block of mint stamps, there were no such squiggles so I can only assume that they were manually entered on the sheet by one of the previous owners for some reason presently unknown.

However, in the process of examining the sheets and all the other stamps I could locate, I discovered that there were constant varieties that had not previously been listed anywhere that I'm aware of. They are constant in all the sheets whether transparent paper, no gum, shifted colour, etc. At first I thought they might represent the method by which the plate was constructed by reproducing a set of cliches in which the variety was contained, but the irregularity of occurrence in the sheet makes this unlikely.

What is apparent is that in stamps 1, 2, 5, 6, and 10 there is a break in the top of the 'S' of the right dollar sign just to the left of the vertical stroke. In stamp 2 there is a break at the top of the 'C' of 'COMMEMORATIVE'. In stamp 9 the top of the 'S' of 'STAMP' in the bottom line appears like a closed loop instead of being open. In addition, there is a little white line under the 'A' of 'CANADA'. Lastly, stamp 1 has the only '9' in '1919' where the bottom stroke of the '9' is clear of the loop. In all the other stamps there appears to be a blob of ink that connects the bottom stroke with the loop.

These varieties are obviously as valid as any of the other catalogued varieties such as the 'broken C' in Commercial Airways or the extension on the crossbar of 'A' in the Cherry Reds.

Sincerely

Murray
Murray

Hadley Page attempt to fly the Atlantic:

The following article is lifted without permission from the Newfoundland Study Group's Newsletter. I met the Doctor in St. John's and admired his exhibition of Nfld stamps and covers. This becomes a follow-up on my article in an earlier issue.

BOYHOOD MEMORIES OF FLIGHT

by Dr. Nigel F. Rusted

How many of you can remember 1919? My English relatives sent weekly bundles of the newspapers "Daily Mail", "The London Illustrated", "London Sphere" and other magazines to our home in Spaniards Bay. I had a large scrap book, in which I pasted all pictures relating to the trans-atlantic flights, the first flights to Capetown and Australia plus the flights of the "R34" and "R35 dirigibles. Unfortunately whilst I was away at university, the book must have been given away, as I was unable to find it. So was lost a valuable collection of the history of aviation.

In 1913, the "Daily Mail offered £10,000 for the first successful non stop Trans-Atlantic flight. The outbreak of World War I interfered, so no attempts were made. The offer was repeated after the War. Calculations at that time stated that with a tail wind, flying from east to west, a trans-atlantic non stop crossing could be made. So for this reason Newfoundland was chosen as the starting point. Four planes came to Newfoundland.

First the Martinsyde with Raynham and Morgan. They attempted a take-off from Pleasantville (near St. John's) with too heavy a load of fuel. Their take-off was longer than expected, ending up in a ditch which was not covered. The plane was wrecked with no serious injury to the crew.

The second plane was the Sopwith with Hawker & Grieve. They took off from Mount Pearl (west of St. John's) dropping their landing gear outside St. John's Harbour. They struck bad weather, ditched their plane near a passing freighter and were rescued. The plane and mail bag was salvaged by an American ship and delivered to the London G.P.O.

The third plane was a Vickers Vimy with Alcock & Brown. They left Lesters Field (in St. John's) on June 12, crash landing in a bog at Ireland on June 14. They also had bad weather, but a fortunate tail wind.

The fourth plane, and topic for the night, was the Hadley Page V1500 named "Atlantic", which was one of three planes built to bomb Berlin, but were not ready before the War ended. The "Atlantic" was powered by four 350 H.P. Rolls Royce engines. The two front engines were traction (2 propellers) and the two behind, pusher type (four propellers), all water cooled. The wing span was 126 feet and with two thousand gallons of fuel aboard the plane weighed 32,00 lbs. The V1500 could travel with this load 1600 miles at a speed of 65 M.P.H.

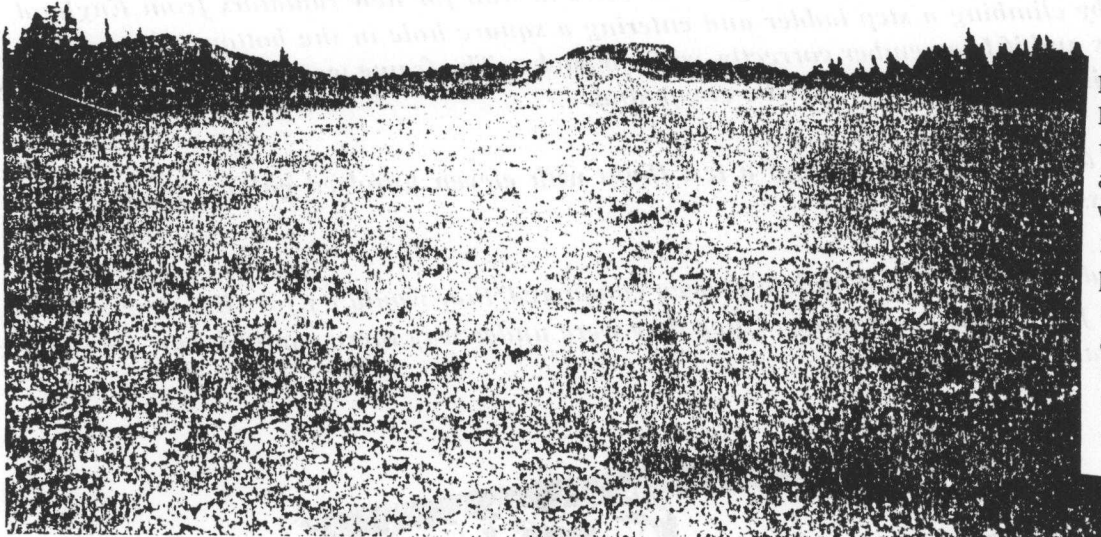
The first pilot was Herbert Brockley D.S.O. The second pilot and publicity officer was Vice Admiral Mark Kerr. He had a long career in the Royal Navy and also served with the Royal Air Force and the tank corp.

Major T. Gran was navigator and standby pilot. He was a Norwegian who joined the Royal Air Force during the war. He had previously been with Scott on his Arctic expedition. The cockpit of the early aircraft were cramped so he devised a special sextant with two abney levels fitted with a battery and light, so the bubble was just visible. He gave one to Alcock & Brown and the only sight they were able to take was with this gift.

The fourth member of the crew was wireless operator Mr. F. Wyatt. He and R.H. White of the Marconi Company devised a unique method of installing aerial loops spanwise and lengthwise on the plane, to try and plot their position by listening to the broadcasting stations that were operating at that time.

Stationed at St. John's was Sir Geoffrey Taylor M.A., F.R.S., a meteorologist with experience in forecasting North Atlantic weather while working on ice patrol vessels. I may mention here that when it was found that the Hadley Page machine would not be ready, he phoned vice Admiral Kerr and told him that a good tail wind was building. Since they could not make use of it he asked permission to pass the information on to Alcock and Brown. Permission was granted, so they got the benefit of the information.

The air strip at Harbour Grace was 900 yards long, situated to the east of the Court House and behind the R.C. Cathedral. To prepare the site cost \$25,000. A house had to be removed, as were stone walls and trees, leaving a surface of mostly grass but a bit bumpy.



Picture by Bas Burrell Oct 97 taken of what a native said was the air field from which planes took off for England from and which I think Handley took off down the ramp at end.

The Hadley Page left England on May 2, 1919, on board the S.S. Digby. The six crates that the plane was packed in were too large to go down in the ship hatches, so they had to be placed on deck. The fuselage was placed across the deck, hanging over both sides. Fortunately the ship had a smooth voyage, arriving in St. John's May 10, with cargo intact.

The six crates were loaded aboard a special freight train and sent to Harbour Grace. At one point along the route, the wings had to be off-loaded and slid along the tracks underneath a bridge and reloaded.

The Harbour Grace station was half a mile from the air strip. The ingenuity of the local workers came to the fore when offloading the crates. The planes wheels were offloaded first. Using them along with telegraph poles, a good trolley was made. The crates were at the strip on May 16.

Lt. Col. Steadman, chief engineer for Hadley Page was in charge of assembling the machine. He later returned to Canada in the 1920's, with the idea he would be the first aeronautical engineer to start a company, but became a director of the technical branch of the air board, drawing up the first rules for flying and safety aspects of planes. When the R.C.A.F. was organized in 1924, he joined the research department. During World War II he was Air Vice Marshall in this branch and was the first to suggest the formation of a research group to investigate jet propulsion. He retired in 1946 and joined the engineering department of Carlton University.

Col. Steadman was a keen philatelist. After the Hadley Page left Harbour Grace, he spent a night at our home talking stamps with my father. He corresponded with father up to the time of his death in 1957. Lt. Col. Steadman sent at least six postal cards from Parasboro, N.S., with the two cent King George V stamp and the cachet "Hadley Page Air Mail, Parasboro, Oct. 9". The card he sent to my father was back stamped "Greensport, Oct. 10, 11 A.M., N.Y.". The message on the reverse read, "This is the way mail will be sent in the future". The card father received was later sold for \$1250.

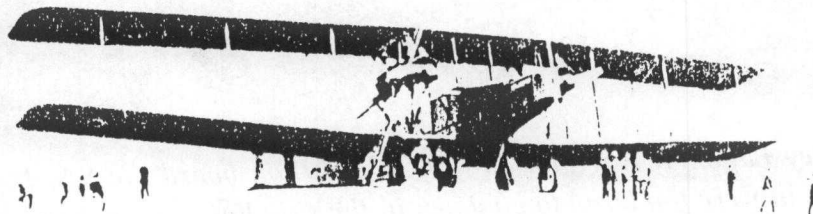
Our family was at Harbour Grace for the trial flight. My father was invited to be aboard, but we were delayed, so the plane was in flight when we arrived. We spent the day at the air strip. It was a hot and sunny day and in one of the photos taken, one can see my mother standing to the left of the plane with my brother Edward in her arms, his face burnt by the sun. Vice Admiral told my father that they were worried about the Vickers Vimy. As they flew over Quidi Vidi Lake, the Vickers crew were fueling up and ready to go. As for them, the engines were overheating and in the photo shown, one can see a ladder up by the engine with a machine removing the canvas coating off the radiators. A trial flight later in the day proved that it did not matter, as they would have to wait for new radiators from England. I was allowed aboard by climbing a step ladder and entering a square hole in the bottom of the fuselage. The seats were canvas and if I remember correctly, with no backs. The frame was small tubes with canvas covering, which was impregnated with a plastic compound.

The radiators arrived on June 18 and a test flight with eleven hundred gallons of fuel and six passengers was successful.

London decided that since the Atlantic had been conquered, they would try for Gibraltar. This was changed to New York for publicity purposes. Once they were under way there would be no air strips so they would have to reach New York.

The Four Engined
Handley-Page.

Harbour Grace,
Newfoundland
July 4, 1919



I was at Spaniards Bay when the flight left on July 4. The regular crew was aboard plus Arnildas as engineer and Clements as rigger. They left at 5:55 P.M., flying speed 65 to 70 M.P.H., at an altitude of two to three thousand feet. They seemed to be much lower as they flew over the northern ridge of Spaniards Bay. The noise from the engines could be heard in Spaniards Bay when they started in Harbour Grace.

They flew over part of Miquelon. After midnight they found that one of the engines was overheating. Two of the crew members crawled out on the wing and found oil leaking from a pipe which had separated from the oil container. The pipe had been welded unto the container from the outside and had shaken loose. Later one of the connecting rods came out of the crank case. They were unable to do anything about these problems, being hampered by the heat from the exhaust. The engine giving problems was shut down, so they continued on three engines. Suddenly they had to slip slide to avoid running into a mountain, the instrument panel came adrift, so Major Gran quickly tied it together. They noticed lights from a far size settlement at 2:45 A.M., so they circled at 1500 feet until daylight and noted a place that was suitable to land. While trying to land they missed two fences but the ground was bumpy, one large hole causing a wheel to collapse. The plane swung around and ended up on its nose with damage to propeller and undercarriage. The town they landed close to was Parashoro, N.S.

It took until October 9, to complete repairs and be ready for take-off to New York. They started there engines using hot cloths to thaw out the frozen areas, with the fourth engine having to be hand cranked, delaying take-off until 11 A.M. they had four passengers and five mechanics aboard beside the crew. Bucking headwinds all the way and running short of fuel, they were forced to land in Greensport, Long Island at 11 A.M. This was no mean feat without landing facilities. It took three days before the weather allowed them to proceed and land at Mitchells Field. This flight was a world record for carrying passengers over land and sea, but was not recognized, as they were not officially observed.

The flight to Gibraltar was to carry three pounds of mail. These letters were franked with the \$1.00 over printed stamp as used by Alcock & Brown. The letters were cancelled "St. John's, Nfld., June 9, 5 P.M., 1919". These were sent to Harbour Grace where Postmaster Foley added the local postmark "Harbour Grace, A.M., JU 14 - 19" and the oval cachet "Aerial Atlantic Mail, June 14, 1919, Hadley Page". When the Gibraltar flight was cancelled, the mail bag was reopened and mail was added for the U.S.A.

The flight to New York was to arrive in time for the mail to connect with the R34 dirigible which would arrive on July 6. When the Hadley Page became marooned at Parashoro, the St. John's Postmaster wired General Maitland of the R34, asking if they would take the Hadley Page mail. The reply sent was that they would carry the mail, not over twenty pounds, if it arrived within a half hour of take-off on July 9. The mail was rushed by train but did not arrive until July 11. The R34 had left at midnight on the 9th, so the mailbag was sent via surface aboard the "Maurentia".

Later on the Hadley Page took express freight from New York to Chicago. While landing at an empty race track, they found the buildings too close together which damaged the wings. The plane was dismantled and returned to England with the crew. So ended the flights of the luckless Hadley Page "Atlantic".

Dr. Nigel Rusted is a well known surgeon living in St. John's. He is the son of Rev. Cannon E.E. Rusted (deceased), a well known stamp collector and dealer. Nigel, at the young age of 91 years, has a super collection of newfoundland, among many others. I thank Nigel for this vivid recollection of a flight which happened almost 80 years ago.

BIG PLANE AT GREENPORT

After Flying from Nova Scotia It Lands at Night in Rain

A giant airplane carrying twelve passengers, flying from Nova Scotia to Mineola, made a spectacular landing in a wheat field near the Sound cliffs just outside of Greenport at 10:30 last Thursday night and during a rain storm at that. Landing perfectly under such circumstances is being looked upon in aviation circles as quite a remarkable stunt. The plane was running short of fuel; that was why it landed.

The plane has a wing spread of about 127 feet, and is so high from the ground, resting on its landing wheels, that ordinary men can easily walk beneath the lowest wing. The plane also carries a complete and quite comfortable house in which the passengers ride. It is equipped with four immense motors and has four propellers, two pulling and two in its tail, pushing.

This monster bird remained in Greenport until Monday morning and its navigators freely allowed all who wished to come close and inspect it. Naturally it created a great sensation and thousands of people availed themselves of a chance to get a "close up." After a while the aviators conceived the idea of charging 10 cents admission, turning the proceeds over to the Greenport Hospital, which in this way netted a substantial sum. A number of people drove down from Riverhead to see it.

Monday morning it easily took the air, jumping off from the cliff over the Sound. Then it sailed over Riverhead, giving many more people an excellent opportunity to view the ponderous bird, sailing fairly low, gracefully, and apparently as steadily as a railroad train. It sailed from Greenport to Riverhead at the rate of more than 120 miles an hour.

RECEIVED BY THE GREENPORT NEWS
FEBRUARY 11, 1919

Pilot Signatures:

In the move to our new home I have lost the whereabouts of the covers with pilot signatures from Del Benbow. Therefore - Next Issue - - -

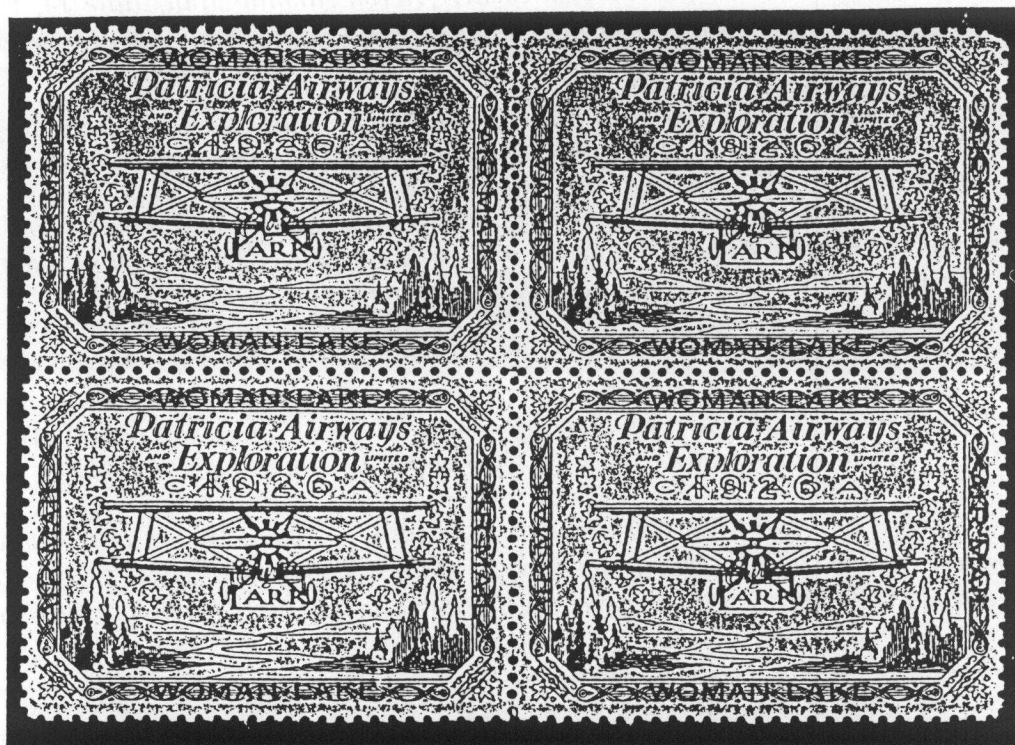
This gives me a chance to remind you of the new address shown on the first page of this issue. Please use it to write.

I am also able to include with this issue my best wishes for a great holiday season and a full and eventful New Year.

Patricia Airways & Exploration, Ltd:

In a December 1993 offering from Saskatoon Stamp Centre we were all offered the block of PA&E stamps, Style Two. These are the same stamps listed on the blue page with this issue. However, it is only listed by Morrow/Sissons as CS 23d, Dames 1982 13b, Dames 1995 SO 14b, and Sanabria S22b.

I can only surmise that Saskatoon looked only at the Scott Numbers. However it is a nice piece to know of and perhaps purchase if they still have it.



CANADA - Cl. 18 var - (50c) Patricia Airways Black & Red on Blue-Green paper MISSING THREE LINES "SPECIAL DELIVERY.." at bottom in well centred block. Unlisted & Probably Unique in block.

#28106. 0 VF HR

CS Unlisted

\$ 1,500.00