

THE NEWFIE NEWSLETTER



NEWSLETTER OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 162

January /March 2016

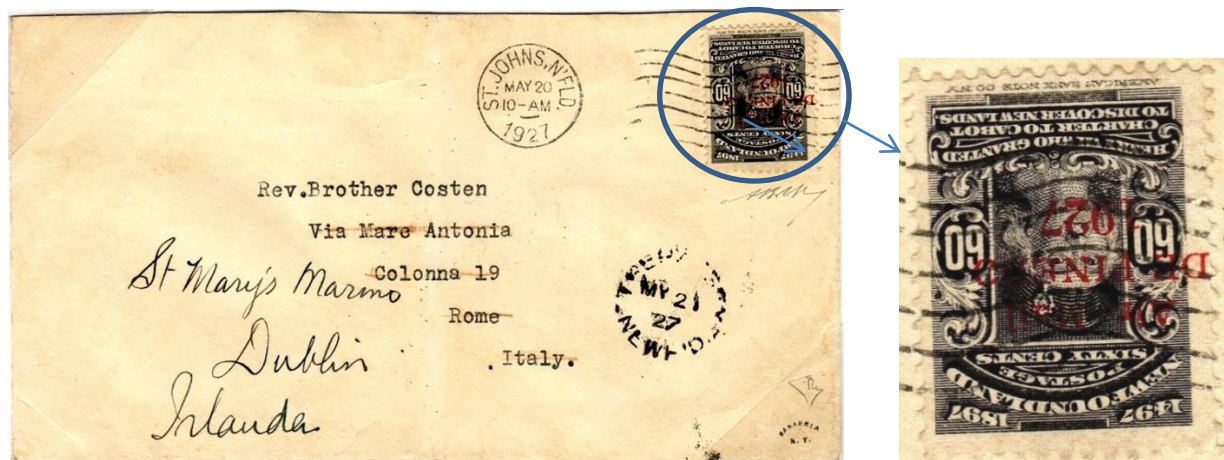
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Ron McGuire reports that he left out the following information on his article on pages 14-15 in NN #161: "The rate to Bermuda and the British Empire was 5 cents an ounce and 3 cents for each additional ounce. Since the envelope had a letter and enclosures, the pair of Grenfell stamps was required and over paid the double rate by 2 cents."

Extract of legitimate cover flown on 1927 De Pinedo flight. Why was the stamp applied upside down? See pages 12 and 13 for other unusual covers and the answer.



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The Perfin Corner by Barry Senior

A pair of the 1 cent value paying the 2 cent Postcard Rate to England. Although not a commercial usage it was certainly legitimate since it was sent by Mrs. Knowing to one of their sons at school in England.



A two cent value paying the Postcard Rate to England.

Two cent used with a one cent to pay the 2 cent Letter Rate to the USA plus the 1 Cent War Tax fee. This is the only such cover recorded.



CAP'N BRUCE TAKES A LIGHT-HEARTED **LOOK AT A DO-X FAKE COVER**

by Bruce Robertson

“FORGERY, FAKE, BOGUS, FAUX. COPY, FALSE, FALSCHEN, FAISCH, FALSO,!” screamed the eBay listing description, just to make sure no one could mistake or otherwise think the Newfoundland to England DOX cover was genuine. Never knowingly having had a forged Newfoundland piece in my possession before, I thought it was time to live recklessly and acquire the cover. Imagine, I naively thought, what if the seller was wrong and it was a genuine cover?

The Dornier DO-X was built and designed by the famous German engineer, Dr Claude Dornier. The DO-X was a mighty sized aircraft for her day, with an overall length of 130 feet and a wingspan of 160 feet and a passenger capacity of 169. The DO-X set out from Europe in November 1930 on her transatlantic flight to North America. Various delays and mishaps resulted in her arriving in New York in August 1931. After a lay-up and new engines she left New York on 19 May 1932 to Newfoundland for a fueling stop before crossing the Atlantic.



The ship-like lines of the DO-X – complete with anchor!

A special stamp of the \$1.00 blue airmail was surcharged \$1.50 and issued by the Newfoundland Post Office for use on covers posted on the DO-X. The stamp, and covers from the Atlantic crossing flight have become sought after collectors' items.

There are two excellent articles about the flight. The first, by Bert Warr Jr. can be found in the May June 1988 *Newfie Newsletter* (1). The second is by Bob Dyer which can be found in *BNA Topics* Vol. 55, 1998 (2)

The stamp looked good, the post marks and hand-stamps looked convincing, the blue watermarked 'Per Posta Aerea – Mit Luftpost' envelope looked original and the hand-written address details looked plausible.

A DO-X FAKE COVER *continued*



When the cover arrived, the first thing I did was look up my trusty old copy of 'Harmers' (3). Blow me down, if there on page 139 is illustrated a cover addressed to the self-same Miss Florence Linton at the Forum Club in London! And yes the frame-less Holyrood cancel for 20 May was present - clearly cancelling the over printed stamp. The relatively rare 'on-board' DO-X cancel (4) is handsomely struck. The double-ring circular Dornier Flugschiff hand-stamp is frustratingly vague about the date - but nothing overly unusual about that.

It was, however, when I turned my attention to the stamp itself and the Berlin receiving stamp - that my jaw began to drop. After consulting Harmer, my next stop had been Hans Stolz's article for the ASDA on identifying fake Dornier overprints (5). At first the stamp had looked quite convincing, even with a touch of discolouring to the boarder. But a closer look revealed it was not one of the well executed forgeries listed by Stolz, but was a perfect lithographic reproduction of an original. Apart from the 'pixelated' dots under the microscope, the paper was smooth and shiny - the real give-away was the perforations. Perforations on a genuine postage stamp are 14 (see Fig.1) and 11 on the fake (see Fig.2). So bang!, went the hope that this just might have been an original stamp affixed to a cleverly executed fake cover.

A DO-X FAKE COVER *continued*



Fig. 1 Genuine perforations: 14. Note rounded shape and rough 'tear' traces.



Fig. 2 Fake perforations: 11. Note 'square' shape and smooth, with no 'tear' traces.

After this, things began to unravel quickly. Despite the fact that the flight first stopped at Southampton, England, before proceeding on to Berlin, Germany - the Berlin receiving mark is dated 24 May (the date the flight arrived in Berlin), whilst genuine covers bear a receiving stamp for 27 June, a day after the London back-stamp of May 26. I could make out the sender's details on the back flap, one 'Eugene T Ryan of Somerville', but annoyingly, I could not decipher the letters beneath the receiving stamp.



A DO-X FAKE COVER *continued*

It was at this stage, I thought I should bring in some ‘expertise’ to verify my findings. My first ‘expert’ was the person I had bought the cover from on-line. He turned out to be an affable, if not a little guarded seller who freely advised:

“Good morning and thanks for your mail. I do usually buy fake stamps, covers and other stuffs from Eastern Europe and South-American sellers. Unfortunately I can't tell you too-much more about them. Though, it happens I do build-on a few covers by my self-made lynoleum (*sic*) cancels, old-time covers and paper, old inks, pencils, etc. Stamps are mostly recent litho either (*sic*) (rarely) engraved copies. Many thanks again, all the best. Steno “

My second expert was a little more conventional - Ken Pugh of British Columbia, a fellow BNAPS member and author of some up-coming studies on Newfoundland stamp forgeries (6). I sent Ken the cover which he kindly examined, and confirmed my thoughts, adding:

“Unfortunately, the entire cover is a recent computer generated forgery i.e. stamp and cancels. Because it is computer generated, duplicate copies can be made in an instant, so its value as a forgery is minimal”.

I had asked Ken about the envelope itself, saying it looked a genuine period ‘watermarked’ airmail envelope, and he replied:

“Absolutely. The faker will go to great lengths to incorporate genuine materials in their fakes. I am fearful of what happens to all those genuine postal hammers that are sold on the market today”.

My third ‘expert’ was another BNAP member, the venerable Jean-Claude Vasseur from France (7), who although not having examined my cover first hand, sent me an image of an almost identical envelope and the message:

“....., I confirm that this cover is a fake. Many reasons, but above all it is just similar to the attached cover which is known to be forged (stamp and cover)”

Jean-Claude added a helpful pointer, which solved the question of that part of the return address I had not been able to make out:

“As far as address for return is concerned, you have certainly noticed that the name of Somerville is followed (on both covers) by "Ho. Ro" which certainly stands for Holyrood. Somerville might have been the name of an estate”.

A DO-X FAKE COVER *continued*

So there I was – in possession of a complete fake. No conflict with the Goods Description Act then. I had bought from a dishonest forger who had been completely honest! But still a couple of question-marks remained lodged in my mind.

The first concerned Miss Florence M. Linton, to whom both the Harmer and the fake covers were addressed at the Forum Club, London and who remains a mystery. The Forum Club did exist – it was a rather grand ‘females only’ London Club for progressive young ladies visiting London - it also boasted separate accommodation for attending servants!

The second concerned Mrs. Antonie Strassmann, who I noted had been variously described as a crew member, passenger, or in Dyer’s article as “a pioneering stewardess”(2). Strassmann was in fact the famous German actress, who had appeared on stage and in the silent movies, held a world record in cycling for women, was an accomplished aviatrix and before the DO-X flight had been on board the Zeppelin Atlantic crossings. Obviously a friend of Dornier himself, she was signed onto the flight as an “assistant pilot and assistant paymaster”. Over the ocean, the DO-X captain Friedrich Christiansen even handed her the controls. She thus became the first European woman to successfully cross the Atlantic Ocean aboard an aeroplane. (8)



Left to right – Capt. Friedrich Christiansen, Antonie Strassmann and Claude Dornier [German Aero Club 1932]

A DO-X FAKE COVER *continued*

Epilogue

I make no apology for my light-hearted treatment of this cover which I find quite whimsical and not without humour: the 'sender' and Somerville can't be found in any NFLD census; the receiving stamps seem to have been muddled, as if leaving clues; and the mis-perfed postage stamp is obviously photographically reproduced. Intriguingly, Miss Linton of the Forum Club, London has also disappeared without trace – although she must have been real – otherwise the DO-X cover illustrated in Harmers would be a fake!

For less than the cost of a cinema seat, this cover has provided hours of interesting research and the pleasure of sharing it with you. When we go to the movies, we don't believe for one minute that John Wayne is really a sheriff or that he is shooting real bullets - similarly, we should not always expect our philatelic treasures to be real.

But all that said, beware. Not all fakes and forgeries are benign, and you should be wary about what you put in your collection.

Notes and References

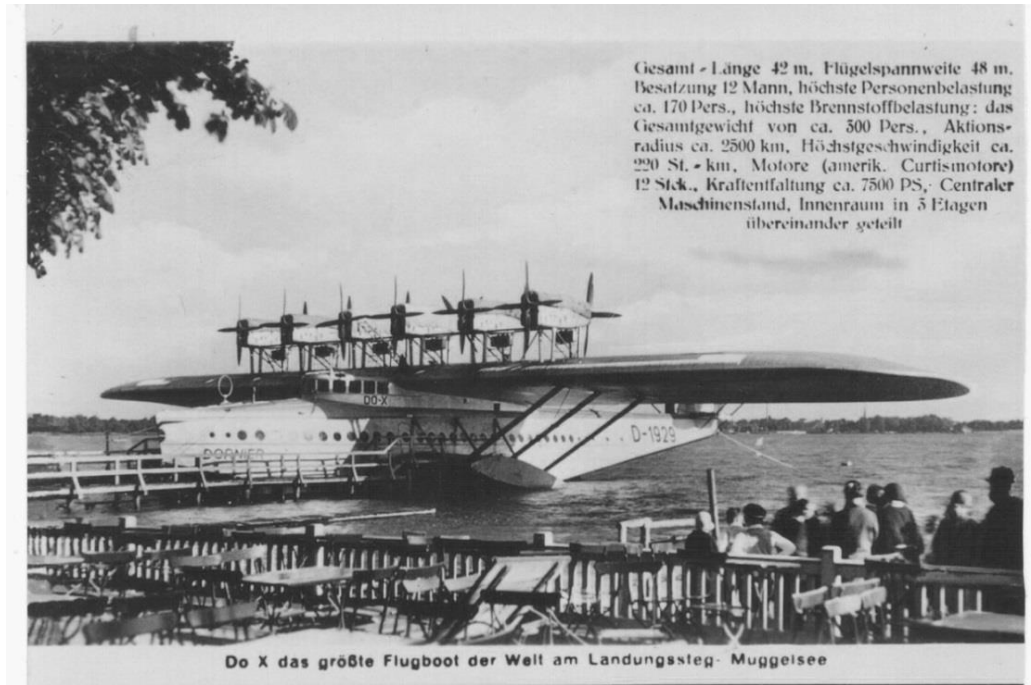
- (1) "The Dornier DO-X Flight of 1932" by Bert Warr Jr. *The Newfie Newsletter* Number 17. May/June 1988
- (2) "Famous Newfoundland Flights of the 1930s – Then & Now" by Norris R Dyer. *BNA Topics* Jan/March 1998/ No1 (Vol.55 Whole No. 474)
- (3) Dalwick & Harmer *Newfoundland Air Mail*. This is the English 1st edition published in March 1953. As a result of some friendly banter between myself and our Editor, it appears there were several text changes between the 1st edition and the subsequent updated edition generally available in North America.
- (4) Harmer note the number of covers with the Do X 'on board' cancel is given as ten, but "are almost certainly under estimated"
- (5) Article in American Stamp Dealers Association 'The Expertizing of Typographical Overprints' by Hans Stoltz. https://www.americanstampdealer.com/SubMenu/Typographed_Overprints.aspx?id=225
- (6) Ken Pugh maintains the ever expanding Reference Series on Canadian/BNA Provinces/World Forgeries at <http://kenpughphilatelics.com/>
- (7) Jean –Claude Vasseur won a Large Gold Medal for his exhibition 'Newfoundland Airmails' at London's Europhilex 2015 and has an upcoming book on the subject to be published at the end of 2015.
- (8) The National Air and Space Museum. <http://blog.nasm.si.edu/aviation/antonie-german-movie-star-american-entrepreneur-cosmopolitan-pilot>

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A DO-X FAKE COVER conclusion



DO-X in port, at Landungssteg, Muggesse, German



Locals walking the narrow gauge railroad at Holyrood with the DO-X in the background.

<http://members.kos.net/sdgagnon/nff.html>

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THE COMPLETE STORY OF GILBERT SET USAGE!

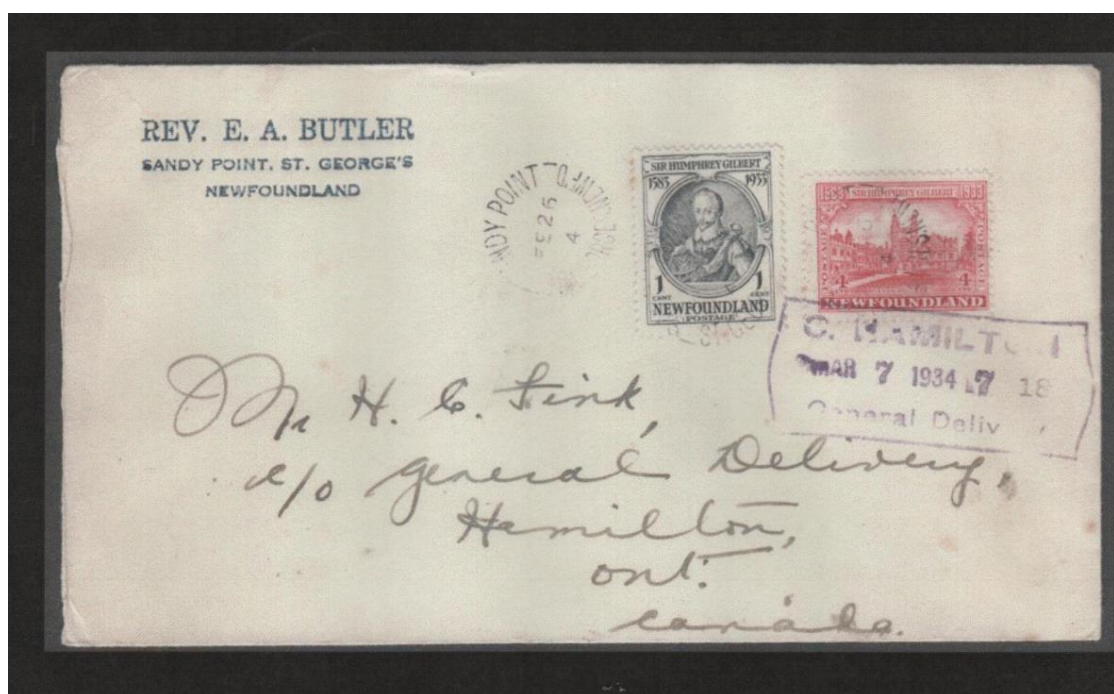
-by Editor Bob Dyer

From Rev. Butler's 1934 price list after Gilbert issue:

NOTE: - This is a very limited issue and it was used for only five months. After Dec. 31, 1933 the stamps became obsolete and will advance in value rapidly. It is advisable to order as early as possible. The prices quoted above are subject to change without notice.

From Rev. Butler's 1947, and last price list, after Gilbert issues:

NOTE - These stamps were in use only five months [1933] and are all scarce.



Here is a March, 1934 usage by Rev. Butler

I've aware of covers used as late as April, 1934 so Butler was *almost* accurate. C.A. Stillions has come to our rescue again! He sent me a scan of an August 1, 1933 article on the Gilbert set from the St. John's **Evening Telegram**. It describes each stamp but also provides the whole truth:

The size of these stamps are the same as those of the present current issue [1932 Resources set], and are printed on watermarked paper. This issue will take the place of the present current issue for general postal issues, from August 3rd to December 31st of this year. After December 31st, this issue will be withdrawn from general postal use and the present current issue will replace it. [You could still use them after December 31st if you had some you bought in 1933.]

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A NEW VARIETY DESCRIBED

-by Editor Bob Dyer

In September I received a letter from a BNAPS member in Great Britain that contained several very dark images of what appeared to be the 4¢ red Prince of Wales stamp from the 1932-38 Resources Issue, NSSC #180. I inquired of C.A. Stillions, an expert in this area of Newfoundland philately, and he answered:

“Did the photos look like these [see below]? If yes, they are plate proofs on manila packaging paper. At least that is how my block was described when I got it way back then....”



I forwarded the block's photo to John M. Walsh, editor of the Newfoundland Specialized Stamp Catalogue and he replied:

“My opinion. I believe it is pure printer waste where the packing sheet for the stack of stamp sheets, often at the top or bottom of the stack, was left at either the beginning or the end (most likely) and got sucked into the maw of the press... It could conceivably exist with a plate number! Now that would be a find.”

Walsh has decided to add it as #180x – “imperf., brown manila paper, NG” \$145 (a pair).

This would be an item you could not miss! John says he has seen it on sale before by Eastern Auctions on a price list.

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Examples of Some of the 20 Unusual Covers Shown at the BNAPEX Workshop

-by Editor Bob Dyer

- 1) 1940 cover to Egypt, by sea. Cover is franked with 15¢ Newfoundland stamp.
Correct rate?
(Answer see bottom of page 13)



- 2) 1945 Registered cover to U.S.A. The rate is correct, but, do you see problems?
(Answer see bottom of Page 13)



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Examples of Some of the 20 Unusual Covers Shown at the BNAPEX Workshop

- Conclusion

- 3) 50¢ postage in 1930? Why? (Answer see bottom of page 13)



Answers

1st Page De Pinedo stamp affixed upside down:

Marchese De Pinedo, who had accepted with reluctance to have the mail carried, instructed that the stamps should be affixed upside down to avert the evil spell he attached to the airmail transportation. About 20% of the known covers for the flight have stamps upside down.

1) 1940 cover to Egypt:

Letter was sent by sea so airmail stamp overpaid. Correct rate was 7¢. for 1 ounce.

2) 1945 registered letter to New York:

Rate is correct. Stamps overlap, and have not been cancelled with obliterator. Many stamps have black ink, mainly on perforations, showing previous usage. Only stamp tied is one above "10480". Letter appears to have been accepted by the post office, then marked with blue lines, and then had stamps glued on, likely by the postmaster, not permitted by Post Office (PO Circular 13, October, 1938). Cover represents fraudulent usage.

3) 1930 cover with 50¢ postage?

This is a V.F. supplementary cover on the 1930 Columbia flight, requiring 50¢ postage.

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'My Favourite Newfoundland Cover Part 8 - A rarely seen rate, an unusual destination, with a military connection.' - *by C.R. McGuire*

The cover in figure 1 was posted in St. John's on Oct 17, 1944. Four singles of NSSC 253 paid the \$1.20 per half ounce air mail rate. They were cancelled with patriotic slogan NSSC 14 and a large double circle necessary for the stamps missed by the machine. This rate was effective from 7 May 1942 to Australia, Ceylon, China, Egypt, India, and Palestine. For some reason the rate to New Zealand was only 85 cents. The next and highest rate was \$1.45 to South Africa. These rates, to all but Australia, New Zealand and South Africa, remained in effect until they were significantly reduced to 60 cents for the same weight when revised on 11 October 1945. [1]



Figure 1

The sender's name, "J. Tucker, 20 Gear Street" is on the flap. They were probably a relative of the addressee, Capt. WB Tucker, E. C. 5991 who was serving with the R.I.A.S.C. [Royal Indian Army Service Corps]. The cover was initially addressed to him at 49 I.R.H.S.D., c/o 5 IND. A.B.S.D., South East Asia Command. One of the two back-stamps is a partially undecipherable military post office large double circle 'No. 18 ADVANCE ... POST OFFICE' confirms it was received there on 15 Dec 1944.

My Favourite Newfoundland Cover Part 8 - conclusion

It was forwarded to the Senior Officer's Course, R.I.A.S.C. School, Kakul, N.W.F.P. [North West Frontier Province] in India. The second back-stamp is a large rectangle patriotic slogan 'careless talk / costs lives' 'V' [for victory] '20 Dec 1944 / 4.30 / KAKUL', confirming it was received. Captain Tucker was either a student or possibly an instructor at the school. I have not been able to confirm whether he was a Newfoundlander or simply related to the sender.

Before the dissolution of British India in 1947, Kakul [not to be confused with Kabul in Afghanistan] had originally been used as a Physical Training and Mountaineering School by the British Indian Army. During the Boer War [1899 to 1902] it was a prisoner of war camp. It then became a general training center for the Royal Indian Army Service Corps.

After the division of the Indian Army between India and Pakistan in 1947 this facility became the Pakistan Military Academy [PMA], see figure 2. Brigadier Francis Herman Barclay Ingall DSO, a career British officer serving with the British Indian Army, was selected as its first commandant. He decided that the PMA would be organized using Sandhurst, the British Army military school, as a model. He requested a regimental sergeant major from the Brigade of Guards to help with training. Ingall was fortunate to have the support of a number of former Indian Army officers who were transferred to the Pakistan Army. In spite of the facilities, which were nowhere near the level of those enjoyed by the Indian Military Academy at Dehra Dun, Ingall won the confidence of his cadets and instructors.

In late 1947, the dispute over the accession of Jammu and Kashmir led to the first of many conflicts between India and Pakistan. In 1949 UNMOGIP, one of the longest continuous United Nations peacekeeping missions began. From the beginning, Ingall was able to successfully structure the Academy's training to enable newly commissioned officers to be well qualified when they joined units on active service. Ingall received an Order of the British Empire [OBE] after completing his term as commandant in 1951, the year he retired. [2]



This view would be much the same as it was four years earlier when the cover was received by Captain Tucker.

Figure 2 The Pakistan Military Academy in 1948. [2]

- References:
1. Ince, Jack. *Newfoundland Air Mail Postage*, The Canadian Aerophilatelic Society, Kingston, Ontario, 2000, pages 14 and 17.
 2. Google web site, for the Pakistan Military Academy.

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Financial Statement as of December 31, 2015

	Item	Debit	Credit
Dec. 31, 2014	Balance Forward from Previous Year		\$1,674.37
	BNAPS Stipend and Membership Credits (for 2014)		235.00
	62 Membership dues ^(12 memberships were paid in advance in 2013)		624.40
	10 Membership dues paid in advance		66.26
	Bank Credit Memo		3.03
	Donations		122.89
	Service Charges (Cheques, etc.)	2.00	
	Newsletter Postage (4 issues)	311.36	
	Paper and Copying	457.33	
	Misc. Stationary and Postage	0.00	
	Totals	\$770.69	\$1,051.58
Dec. 31, 2015	Balance on hand		\$1,955.26

Note: lower fees for 2016

----- ✂ ----- Membership Application / Change of Information Form ----- ✂ -----

BNAPS Newfoundland Study Group

Name: _____

Address: _____

Postal Code: _____ **Email:** _____

Telephone: (Home): _____ (Office): _____

Annual dues: Canadian Dollars \$10.00 \$5.00 (email only)
 US Dollars \$10.00 \$5.00 (email only)
 British Pound £8.00 £3.00 (email only)

Please make your cheque or money order payable to:

BNAPS Newfoundland Study Group

Care of the Treasurer

Martin Goebel, 13 O'Mara Place, St. John's NL A1A 5B7, Canada

Goebel@nf.sympatico.ca

*All new members are requested to kindly remit a copy of this form for accounting and mailing.
Thank you!*