

CRESTHAVEN STAMP CLUB NEWSLETTER

West Palm Beach, Florida

The Palm Beaches Oldest & Friendliest Stamp Club

December 2022

“Winter Solstice”, December 21st, marks the beginning of winter and the shortest daylight of the year, nearly six hours less daylight than summer solstice in June. This is also “Made in America” month and “Procrastination Awareness” month, (The best time to plant a tree was twenty years ago).

This month we will celebrate Christmas (25th), the beginning of Hanukkah (18th), the beginning of Kwanzaa (26th), National Cookie Day (4th), Pearl Harbor Remembrance Day (7th), and Nobel Prize Day (10th).

December club meetings are scheduled for the 13th and 27th. In our continuing philatelic discussion session on the 13th, our topic will be “A Cover that Moved the Universal Postal Union to Action”. Members are encouraged to participate and share thoughts on the effects charity and local overprinted stamps had on the international mail system.

Club Vice-President Juan Riera received two Bronze Awards in Literature at the October 28-30, 2022, APS World Series of Philately, “Stamp Exhibition of Southern California” (SESCAL) for his articles “Airmail from Bermuda”, and “Matias Perez: Famous Disappeared Balloonist”. Congratulations!

Merry Christmas,
Michael Swope

In This Issue

Volume 9, Number 12

Page 2 – Airmail Spurs Aviation Rivalry, Juan Riera

Page 3 – Canadian Arch/Leaf Stamps, John DeEll

Page 4 – Byrd Antarctic Expedition, Bob Burr

Page 5 – Philately in Florida

Page 6 – Trinidad & (No) Tobago, Dan Maddalino

Page 7 – First Prisoner of War, Michael Swope



Chapter Affiliate #923
Membership Affiliate #81338

Meetings: Barkley Clubhouse
1:00 p.m. – 2nd & 4th Tuesdays
2605 Barkley Drive
West Palm Beach FL 33415
www.cresthavenstamp.club



President: Bob Burr
561-267-1903

Vice-Pres: Juan Riera
Secretary: Richard Kaye
Treasurer: Harry Clifford
Liaison: Dan Maddalino
dmaddalino@aol.com
Webmaster: Michael Swope
mswope@ameritech.net

©2022, Cresthaven Stamp Club
Material is offered for educational and informational purposes. Guest authors assume no liability for error or omission in content. Material may have been produced under the “Fair Use” clause and can be similarly reproduced.



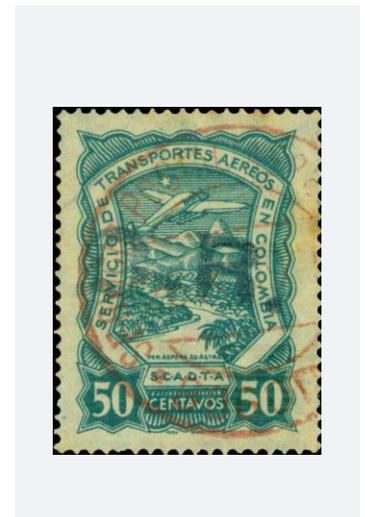
Airmail Spurs Aviation Rivalry

Juan L. Riera

Colombia, in early twentieth century, had an inadequate road system due to its mountainous terrain and quality air transportation was needed to enhance commerce, communication and travel. This led to an aviation rivalry, albeit friendly, between Barranquilla, a northern industrial city near the Caribbean, and Bogota, the capital city in the mountains.

The history of Colombian aviation dates to 1911, when an air show stirred interest to build an aerodrome in the capital city. Aerodrome was a term commonly used to denote any type of aviation facility that may not have certification or regulatory oversight. The first flight of a Colombian airplane occurred at Barranquilla in December, 1912; flown by Canadian pilot George Schmitt. In June, 1919, U.S. pilot William Knox Martin with Mario Santo Domingo inaugurated airmail service in Colombia on a flight between Barranquilla and Puerto Colombia, where Santo Domingo delivered a mail sack. 1920 was the golden year for aviation in Bogota, when the Colombian Air Navigation Society and the German Colombian Society were founded - both provided air transport services. Herman Kuehl was manager of the Colombian Air Navigation Society and key to negotiation and construction of an aerodrome in Bogota, which would eventually become Techo International Airport.

On December 5, 1919, the Sociedad Colombo Alemana de Transportes Aereos (German-Colombian Society of Air Transport - SCADTA) was founded by Ernesto Cortissoz Alvarez-Correa. SCADTA began operations on September 5, 1920, from the Veranillo Seaplane Base near Barranquilla, using Fokker Universal and Sikorsky S-38 flying boats. On February 4, 1925, SCADTA acquired airplanes large enough to make international flights, which began in August of that year between Barranquilla and Key West, Florida, with stops in Central America, Mexico, and Cuba. Starting in 1929, Pan American Airlines used Veranillo Airport as a stopover for their Sikorsky S-42 commercial flying boat to destinations in Venezuela and Panama. Shown at right is Columbia Scott #C44 with SCADTA logo.



Techo opened as an international airport on August 7, 1930, in the center of the Bogota where the Monument of Flags is currently located. Five historic airlines serviced the Techo Airport: Avianca and SCADTA; Braniff and Pan American both provided connections to New York City, Miami, and Panama City (Canal Zone); and, Cubana de Aviacion with flight service to Havana. Bogota's Servicio Aereo Colombiano (Colombian Air Service - SACO) established on June 15th, 1933, was also based at Techo International Airport. Techo closed and was demolished in 1959 because it was in the urban center. El Dorado International Airport was constructed as its replacement in Bogota's suburbs.



SCADTA having expanded its air fleet to include Ford Trimotors and Boeing 247's, now required land-based facilities. Soledad International Airport was constructed in the Barranquilla metropolitan area and opened in 1936. By 1939, SCADTA and Pan American were both flying DC-3's into the airport. And, by the summer of 1940, SCADTA reorganized and merged with Bogota based SACO to form Avianca Airlines, now based in Barranquilla. The Veranillo Seaplane Base was sold to the Colombian government to serve as a naval base. The scan at left is from SCADTA's 100th anniversary booklet. The scan below is the former SACO corporate emblem.

Ernesto Cortissoz, an aviation pioneer, was killed in one of Colombia's first aircraft disasters on June 8, 1924. He was travelling with other SCADTA executives aboard a German Junkers F-13, Tolima (seaplane) on June 8, 1924 when the accident occurred. Named in his honor, the new Ernesto Cortissoz International Airport opened on April 7, 1981, to replace the aged Soledad Airport at Barranquilla. This new facility was built in response to Bogota's El Dorado International Airport becoming Colombia's premier facility.

So, the geography of Colombia necessitated air transport which stimulated the use of airmail. This, in turn, stimulated a rivalry between cities of Barranquilla and Bogota for superior airports and airline service. The result, Colombia now has excellent domestic and international airmail service.



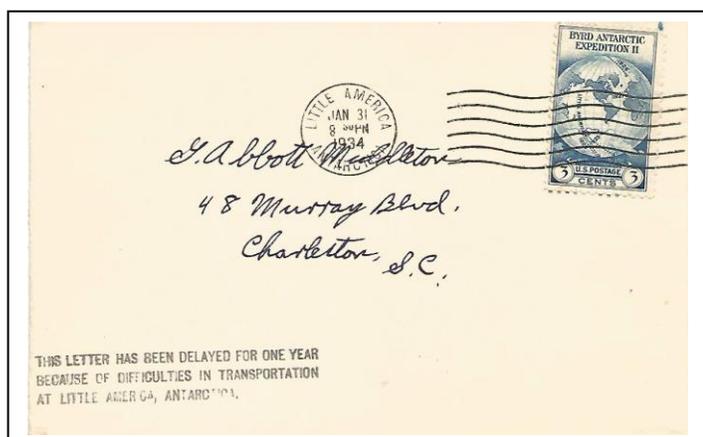
Canadian Arch/Leaf Stamps

John DeEll

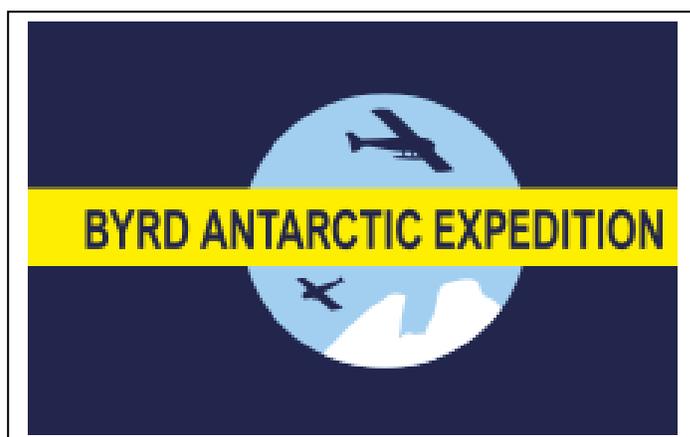
I am sending you a copy of our recently published research paper concerning perforation differences on the Canadian arch/leaf rotary press printed stamps. I am hoping that you may wish to also publish this paper in your Club newsletter. I am reaching out to you for two reasons; to generate interest in what we believe that we have found and to possibly find more arch/leaf material from U.S. based collectors that may be interested in selling it for our further research. Thanks in advance. (Full text on the Arch/Leaf stamps is available at Crethaven Stamp Club website, www.crethavenstamp.club).

Second Byrd Antarctic Expedition

Bob Burr



Delayed FDC From Little America, Scott #732

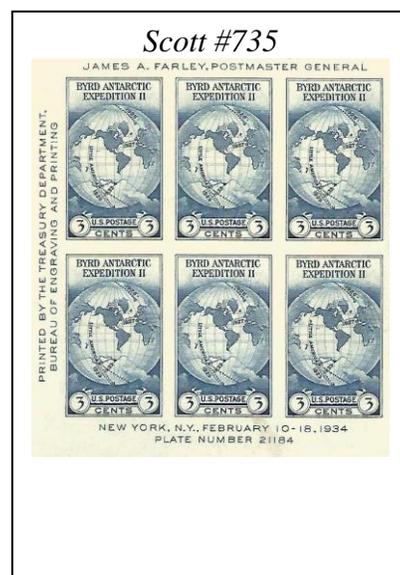


Byrd Expedition Flag

Rear Admiral Richard Evelyn Byrd, Jr. (1888-1957) began his first expedition to the Antarctic (1928-1930) with two ships and three airplanes. Byrd's flagship was the *City of New York*, a Norwegian built barquentine sailing ship (previously named *Samson*) that some claim failed to assist the *Titanic* when it was sinking; and, the *Eleanor Bolling* (named after Byrd's mother).

The three airplanes included a Ford Trimotor named the *Floyd Bennett* (after a deceased pilot from Byrd's previous expeditions); a 1928 Fairchild FC-2W2, named *Stars And Stripes* (now displayed at the National Air and Space Museum's, Udvar-Hazy Center); and, a Fokker Super Universal monoplane named *Virginia* (Byrd's birth state). A base camp named "Little America" was constructed on Antarctica's Ross Ice Shelf, and scientific expeditions by snowshoe, dog sled, snowmobile, and airplane began.

In 1933, Admiral Byrd made plans to return to the U.S. exploration station in Antarctica. When he paid a visit to Franklin Roosevelt before leaving, the President reportedly said, "Don't forget to send me a cover from Little America for my stamp collection." This led to the President's recommendation to the Postmaster General for a stamp to honor Byrd's achievements. The three-cent stamp would pay postage from Little America. The stamp design is based on a rough sketch made by FDR, which became Scott #732, issued 9 October, 1933. The same design 6-stamp souvenir sheet (Scott #735) was printed at the National Stamp Exhibition in New York City, beginning on 10 February 1934. It was issued without gum or perforations. The sheet was only available at the exhibition while it was in progress. After February 19, it was placed on sale through the Philatelic Agency.



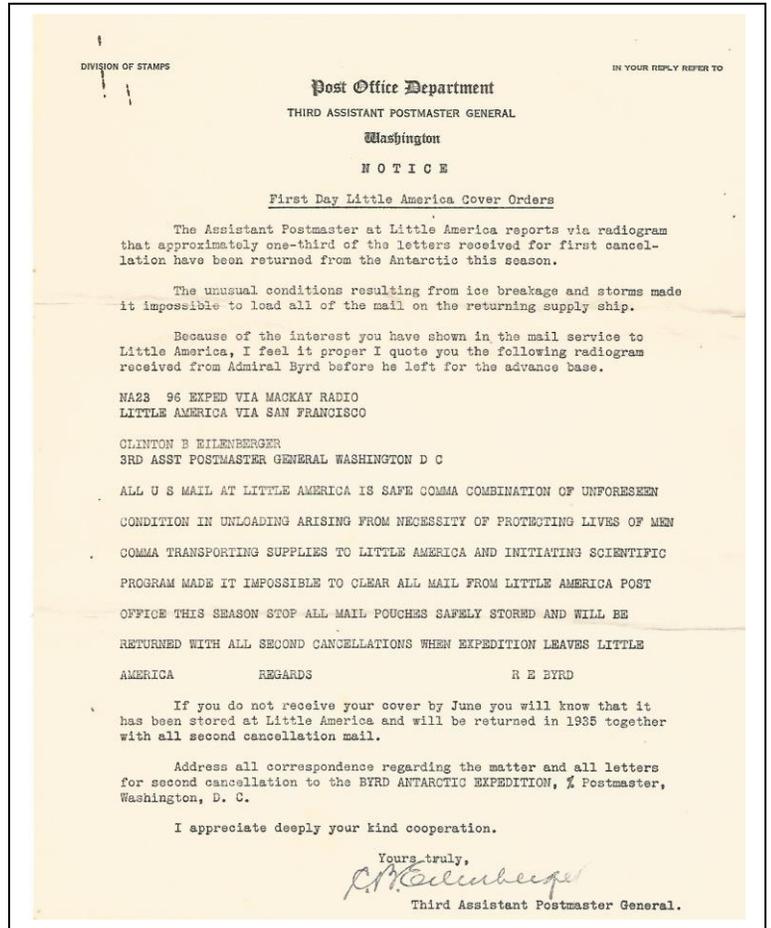
On his second expedition in 1934, Byrd spent five winter months alone, operating an advanced base meteorological station, from which he narrowly escaped with his life after suffering carbon monoxide poisoning from a poorly ventilated stove. Byrd's unusual radio transmissions alarmed scientists at base camp, who then attempted to reach Byrd. The first two trips failed due to darkness, snow, and mechanical issues. Dr. Thomas Poulter, E.J. Demas and Amory Waite finally arrived to find Byrd in poor physical health. The men remained at the advance base until October 12 when an airplane from the base camp picked up Poulter and Byrd. The rest of the men returned to base camp with the tractor. This expedition is described by Byrd in his autobiography "Alone".

Since the President of the United States designed the Byrd stamp, it had better get used. And, a great many did get used for mailing through the Little America base camp post office. In addition to a postage charge of 3¢ per letter carried by the ships of the expedition, each letter was subject to a 50¢ service fee, which apparently was never marked on any serviced letters.

The FDC (at top) is noticeably marked with climate conditions that delayed delivery and the memo at right explains the issues.

Admiral Byrd made history in politics, science, and philately. We thank him for the latter.

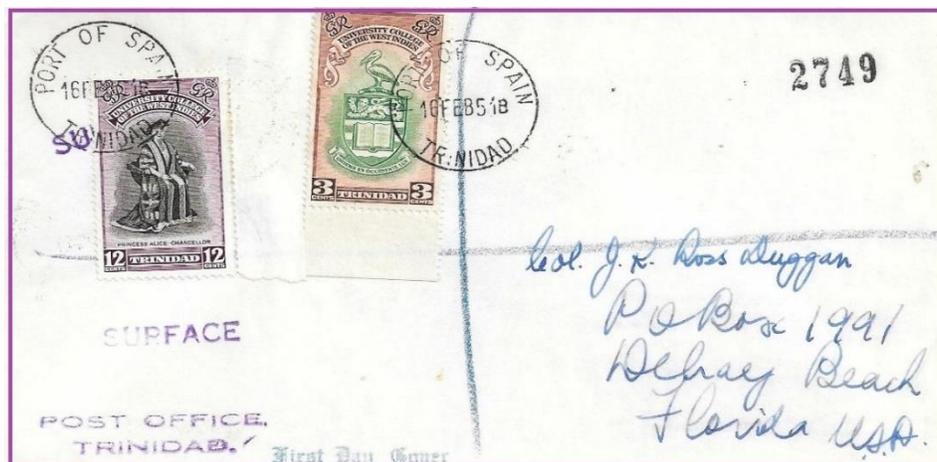
Ref: Cover and letter from author's collection;
www.wikipedia.com; Scott Cat., Amos Media



Hollywood Stamp Club is hosting FLOREX 2022, Friday & Saturday, December 2 & 3, in the Tommy Lawrence Arena at Volusia County Fair Grounds, 3150 East New York Avenue, Deland, Florida, 32724.

Trinidad & (No) Tobago

Dan Maddalino



Scott# 70 &71, First Day Cover, Port of Spain, Trinidad to Del Ray Beach, Florida

Prior to 1913, the islands of Trinidad and Tobago were separately administered British colonies. Trinidad, rich in sugarcane and coconut plantations, and gaining wealth from oil exports, was seen as a leader in the British West Indies. Tobago, on the other hand, was poorly developed, and populated mostly by descendants of emancipated plantation slaves (from Trinidad). These two colonies developed their own postal agencies: Tobago issued postage stamps from 1879 to 1913, inscribed simply, “Tobago”; and Trinidad issued “Trinidad” inscribed postage stamps from 1851 to 1913. In 1889, Tobago became a ward of Trinidad and in 1913, the two colonies were united as Trinidad and Tobago. Their stamp inscriptions changed to “Trinidad & Tobago” and they lived happily ever after. Well, not quite¹.

The union between Trinidad and Tobago was no honeymoon. For 38 years, failed attempts were made to merge cultures, but it finally came down to the pride of their postage stamps being inscribed “Trinidad & Tobago” that seemed to be the solution. That was until the 1951 Omnibus Issue, which celebrated and promoted the University College of the West Indies, released on February 16, 1951 (Scott #s 70-71)². Fourteen British colonies issued this stamp featuring the seal of the university and UK Princess Alice – University Chancellor. But none received the backlash like arose from the residents of Tobago. The population of Tobago refused to purchase nor use these stamps. Why? Because they were inscribed with only “Trinidad”. No “Tobago”³. A heavy slight. It was a short lived “revolt”, but a lesson well learned by the colonial leaders, who made it a point to never let this happen again. Add Trinidad AND Tobago stamps to your growing worldwide stamp collection today.

Reference and Endnotes:

1. <https://illebin.pub>identity-and-secession-in-the-caribbean-tobago-verses-trinidad-1889-1980-976640193-978976640193.html> (accessed July 18, 2022)

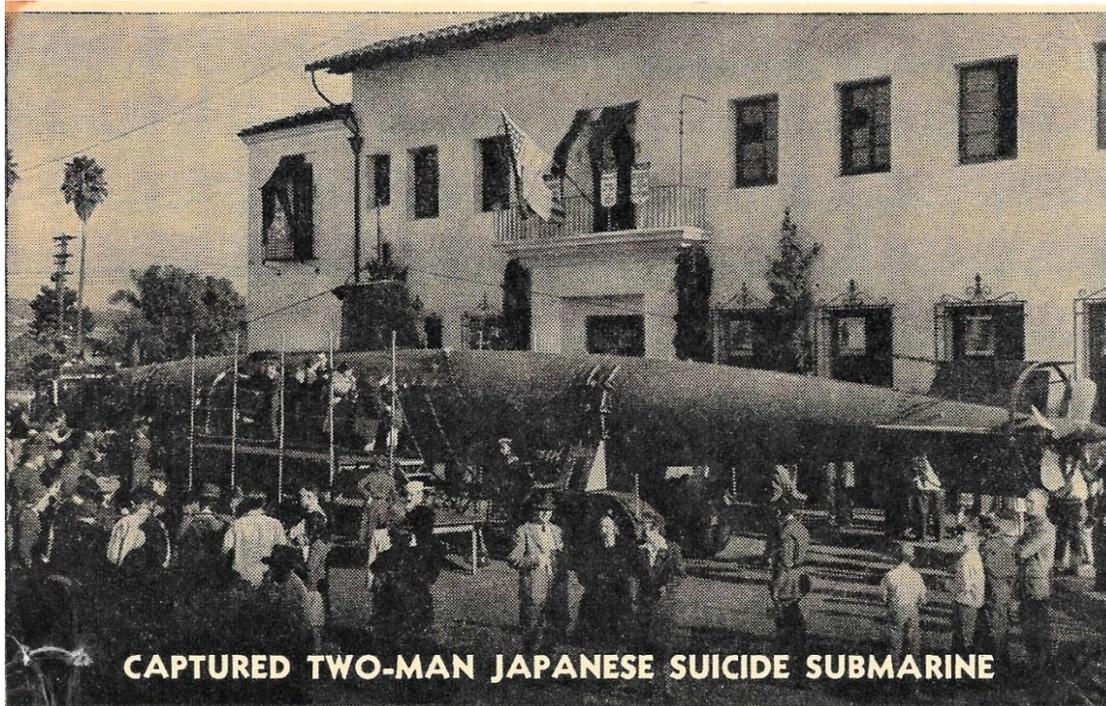
2. 2021 SCOTT Standard Postage Stamp Catalogue, Vol 6B (2020): Bigalik, Jay (ed.). Amos Media, Sidney, Ohio. p. 181

3. Davenhill, Noel, “Trinidad & Tobago philatelic history has a lot to offer collectors.” *British Caribbean Philatelic Journal*, 62(1), 2022, pp. 15-18

4. Cover from the collections of the Author

First Prisoner of War

Michael Swope



Just before dawn on December 8, 1941, Lt. Paul Plybonwas and Cpl. David Akui of the Hawaii National Guard were patrolling Waimanalo Beach, 15 miles east of Pearl Harbor, when they discovered an exhausted, half-naked man desperately swimming near the shore.

On high alert after Japan's surprise attack on Pearl Harbor the previous day, the soldiers moved to detain him. After dragging the man out of the water, they discovered he was Japanese.

Ensign Kazuo Sakamaki, a Japanese sailor, had just hours earlier been piloting a mini submarine on a mission to infiltrate Pearl Harbor and sink US ships as part of the attack. He was taken to Fort Shafter, interrogated, and sent to a prisoner of war camp; becoming the US's first prisoner of World War II.

Shown above is an unused 1941 picture postcard, depicting the two-man Japanese submarine captured off Oahu Island on December 8th. The suicide craft is 81 feet long by 6 feet in diameter and weighs approximately 17 tons. The only means of entrance and exit to the submarine is through a 16-inch hatch at the top of the conning tower. In addition to two 18-foot torpedoes which were carried in the forward end, the submarine had a demolition charge of TNT sufficient to blow up two entire city blocks.

Ref:

Postcard from Author's collection

www.businessinsider.com