



AIR MAIL STUDY

GROUP OF BNAPS

Volume 1 - Number 2

APRIL 1993

AIR MAIL STUDY GROUP STILL UP IN THE AIR - - -

WHERE DO WE GO FROM HERE !

The present status of the Air Mail Study Group seems still to be up in the air (pardon the pun) and it will be up to those attending the BNAPS convention at the Royal York in Toronto September 3 to 5, 1993 to sort out the matter. Bob Marcello, editor of the Semi-Official Study Group News Letter has produced a 5 page news letter which he mailed in March. He also has written me expressing his views and I have reproduced his letter in full on the next page. I have also reproduced the BNAPS rules for the operation of a BNAPS Study Group.

Since the Summer of 1988 only 4 news letters have been published by the Semi-Official Air Mail Group, namely Spring 1990, March and November 1991, and March 1993. Experience has shown that for a study group to maintain interest it is necessary to meet regularly with a well developed programme and to publish a news letter on a regular basis. It was for this reason that the BNA executive questioned the status of the Study Group and that those attending the BNAPS Convention at Saint Charles took the action they did. It is now up to those interested in the study of Canadian Airmails and the Semi-Official Airmails to look at what will be best for Canadian Aero Philately and take appropriate action.

I would suggest that there are three options, namely;

1. Retain the two study groups - Semi-Official Airmails and Canadian Air Mails.
2. Amalgamate the two groups to include all aspects of Canadian Air Mail, including the study of stamps, flights, markings, etc.
3. Or, if there is not sufficient interest to meet the BNA rules then we should disband until there is.

Mike Painter and I agreed to produce only 3 News Letters, with our final effort to be produced prior to the Toronto Convention. At this time it is not our intention to continue as joint editors after that date. Thus, the meeting in Toronto will also have to find an editor who will publish on a regular basis. If you can't make the Toronto Convention, write to Ed Christman, or the Editors so that your views can be presented.

Bill Topping, acting Editor Air Mail Study Group.

Box 961
Boston, Massachusetts 02103
7 February 1993

Mr. William E. Topping
7430 Angus Drive
Vancouver, B. C. V6P 5K2

Dear Bill:

Thank you for your letter of January 20 and the complimentary copy of your first newsletter from the new Air Mail study group.

You were not the only one who was confused by what occurred at the BNAPS convention last September.

Please note, of the nine BNAPS members who formed the new Air Mail study group, at least four were not even members of my study group, yet when the nine met they purported to be representing the Semi-Official Air Mail Study Group!

Also, kindly understand the following facts:

- 1) The Semi-Official Air Mail study group was not discontinued or "reorganized."
- 2) The Semi-Official Air Mail study group was not converted into the new Air Mail study group.
- 3) The new Air Mail study group did not replace the Semi-Official Air Mail study group.
- 4) Both groups are sanctioned by the BNAPS and each may operate independent of the other.

Perhaps you can inform everyone in your group of these facts, so that they may fully understand what did or did not take place as a result of the formation of the new Air Mail group.

In several weeks you will receive a copy of our first newsletter for 1993.

Sincerely,

Bob Marcello

Robert W. Marcello

BNAPS 2636

Chairman/Newsletter Editor

Semi-Official Air Mail Study Group

BNAPS.
Policies & Procedures Manual

REFERENCE MATERIAL
Study Groups

How to Maintain a Study Group

Have at least ten members and two elected officers at the conclusion of the second year. Officers usually carry the customary titles such as Chairman, Coordinator, Editor, Secretary, etc.

Publish at least three newsletters a year. Send copies to the Editorial Consultant for BNA TOPICS, the BNAPS President, the BNAPS Librarian, the Vice President Study Groups, and the author of Study Group Centerline in BNA TOPIC.

Send a list of officers' and members' names and a financial statement as at December 31 to the Vice President Study Groups by the following May 31. Include the name of the contact for correspondence.

Study Groups which meet these minimum requirements will be compensated by the Society in the form of a monetary payment based on the number of newsletters issued.

WESTERN CANADA AIRWAYS LIMITED

FREIGHT AND PASSENGER SERVICE

FIVE-PASSENGER PLANES WITH HEATED CABIN

HUDSON
TO
PINE RIDGE
RED LAKE
WOMAN LAKE
NARROW LAKE



HUDSON, ONT. April 25th, 1927
(ROLLING PORTAGE P.O.)

A BRUSH WITH ROESSLER

We are indebted to John Wheeler for the copy of the letter at left.

John found this in the National Archives while he was researching material on Western Canada Airways Limited.

The letter is over the signature of the famous pioneer pilot "Doc" Oaks.

John's search of the Archives indicated that Roessler had asked WCA to process 200 covers. They had replied that it was OK but it would cost \$220. Roessler suggested to the Post Office that WCA ought to be prosecuted. The letter at left was in reply to the Post Office inquiry into the

Superintendent Postal Services,
Winnipeg, Man.

Dear Sir:-

Replying to your letter of the 21st instant, we are enclosing copies of all correspondence which we have had with Mr. A. C. Roessler, also copies of letters to and from Mr. O.W.R. Smith, Air Mail Specialist, Toronto, which make our position very clear.

This Company applied for permission to carry air mail in order to give an efficient service to the residents of the district.

The benefits derived from our free service this winter to the mining companies and others operating in the Red Lake Mining District can be confirmed by the Postmaster at Rolling Portage P.O., Ont., or by any of the mining companies affected, i.e. Howey Gold Mines Ltd., Bathurst Mines Ltd., Hollinger Consolidated Mines Ltd., Huronian Belt Co., and numerous others. This should be sufficient evidence to the Post Office Department of our intention to give the public in that district a thoroughly efficient service.

With regard to stamp collectors' covers, we will carry these at the regular rates and do not wish to be bothered with their numerous requests for special attention. Copies of our correspondence with Mr. Roessler and Mr. Smith make it quite clear that we have no intention of breaking the postal regulations for the benefit of Mr. Roessler or any other stamp collector.

Finally, we might point out that the Western Canada Airways were instrumental in giving this district a ten cent air mail rate in lieu of a twenty-five and fifty cent rate previously in force.

Yours very truly,

Western Canada Airways Limited,

Per *[Signature]* Manager.

matter. It gives one more glimpse of Roessler, who always seems to be hovering in the background of matters relating to Semi-Official airmail stamps.

* * * *

CANADIAN AIRWAYS LIMITED

Murray Heifetz responded to the item on guidelines on Canadian Airways panes, pointing out that sporadic guidelines occur at row five of some panes. He also has a block with guidelines in the upper left corner. We will illustrate this in a future newsletter. Murray also pointed out a prominent flaw on all panes as illustrated at right. This is a break in the inner frame line above the hyphen between AIR MAIL and ONE OZ. This break occurs in the top row in stamps 3 and 5, and in the 6th row in stamps 3 and 5 (i.e. stamps 3, 5, 28 and 30 of the pane). This supports the consensus that these, like some other semi official stamps, were laid down from a transfer roll that had a cliché of five impressions. Thus flaws that occur in the first row are repeated in the sixth row, those in the second row repeat in the seventh and so on. Different frame breaks show up on stamps 1, 2 and 4 and repeat in 26, 27 and 29. This suggests that one cliché of five was used in the first, second and fourth vertical rows and the one with the frame break illustrated in the 3rd and 5th rows.

AIR-ON

SPIRIT OF THE YUKON

by June Cruickshank Lunny,
The Caitlin Press,
Prince George, BC, 1992.
hard cover - \$24.95

Collectors of Airmail material will be interested in this biography of Andrew Cruickshank who was one of the partners in Yukon Airways and later was employed by Western Canada Airways.

The author, June Cruickshank Lunny, is the daughter of this well-known pilot and the material has been gleaned from Andy's abundant correspondence to family members and business associates throughout his career. The time period covered is mainly from his participation as a teenager in World War I through to his untimely death while flying for Western Canada Airways in 1932.

Although the book does not deal extensively with Airmail matters, the collateral material is excellent. There is a chapter on Yukon Airways and the Ryan aircraft, "Queen of the Yukon" and also a chapter on his association with Western Canada Airways.

This is a beautiful book with many photos and makes a fine addition to the Collectore's library.

Book Review by Trelle Morrow.

Copies may be obtained from -
Mosquito Books
1209 - 5th Avenue
Prince George, BC
V2L 3L3 Canada

Ed. Note -

The Ryan Aircraft Company of San Diego disputes the details of the story of the building of the Lindbergh plane - page 87. They claim the "Spirit of St. Louis" was built exclusively for Lindbergh using plans submitted by him although the exterior is similar to the M-2 model used by Yukon Airways.



Elliot Fairchild Air Transport

The authors of various catalogs on this Semi-Official Airline seem to agree that the stamps were printed in vertical panes of 5. Two printings of stamps were made and issued the same day, Aug 12, 1926. The first of 3,000 pale red stamps had a perf of 12 x imperf and rather large holes in the perforation. The second printing was of 2,000 stamps, same perforation except done with smaller holes and a deeper red color to the stamps.

Generally it will be the first printing that will be found on the flown covers and commercial cover.

Since we always like to know which stamp of the 5 in the pane we have I believe I have found the answer to identifying them. If we number the stamps from the top one (1) through five (5); then:

Stamp 1. Top of the stamp will be imperforate.

Stamp 2. There is a small pointed projection from the compass in the lower right corner of the stamp at the location of E. There is a white dot at the bend of the 2 in the right hand 1926 in the right margin.

Stamp 3. If none of the characteristics of the other 4 stamps shows up, then one can assume you have No 3.

Stamp 4. Two white dots appear on the top of the upper wing in line with the curved lines indicating the propeller spin on the pusher engine as you look at it. Dot over "O" in ELLIOT

Stamp 5. There is a white triangular dot to the left of the middle bar of the "E" in Elliot.

Bottom of the stamp will be imperforate.

I am not sure if this is a constant but there is a red dot in the white space between Air Mail and Rouyn. However this red dot seems to migrate from under the R to under the U to under the space between R&O.

I would like to hear from my fellow collectors if I have it right or even if I am on the right track. Thank you.

Basil Burrell

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

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CANADA OFFICIAL POSTAL GUIDE - FEBRUARY 1939

The Monthly Supplements to the "Canada Official Postal Guide" during the 1930's provide much insight into the official air mail routes that were established during this period of rapid expansion of Air Mail Service. In particular the "February Supplement, 1939" devotes 13 pages to "Air Service Schedules on Routes in Operation." The expansion on March 1, 1939 of the Trans-Canada Air Mail service between Vancouver and Montreal also produced a number of changes in regional flight times to connect with the new major east-west flights.

The Air Mail Service included:

Montreal - Vancouver
 Regina - North Battleford
 Lethbridge - Edmonton
 Charlottetown - Magdalen Islands
 Moncton - Charlottetown
 Rimouski - North Shore St. Lawrence
 Montreal - Albany - New York
 Montreal - Burlington
 Leamington - Pelee Island
 Winnipeg - Fargo
 Winnipeg - Red Lake
 Winnipeg - Central Manitoba Mining Area
 Winnipeg - Gods Lake - Norway House
 Kenora - McKenzie Island
 Sioux Lookout - Uchi Lake - Red Lake
 Sioux Lookout - Narrow Lake, Ont.
 Sioux Lookout - Pickle Crow

Prince Albert - Isle a la Crosse - Lac la Ronge
 Prince Albert - Stony Rapids - Goldfields
 The Pas - Herb Lake
 The Pas - Cumberland House
 Isle a la Crosse - La Loche
 Peace River - Fort Vermillion
 Edmonton - Fort St. John
 Edmonton - White Horse
 Mackenzie - Great Bear Lake - Athabaska District
 Vancouver - Seattle
 Vancouver - Fort St. John
 Vancouver - Zebellos
 White Horse - Dawson
 Prince George - Ware
 Fort St. John - Fort Nelson
 Fort Nelson - Fort Liard
 Prince George - Takla Landing
 Atlin - Telegraph Creek

FEBRUARY SUPPLEMENT, 1939

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INFORMATION FOR POSTMASTERS

(1) Air Service Schedules on Routes in Operation

Trans-Canada A.M.S.

Montreal-Vancouver (2,688 Miles)

Trans-Canada Air Lines

Signal	Trip 1		1-2-39	Trip 2		Signal	Rate of postage (including air mail fee)
	Daily Inc.	Sunday		Daily Inc.	Sunday		
i	9.15	Lv.	Montreal (E.S.T.)	Ar.	15.35	fgk	5c. first ounce, 5c. each ounce after.
an	10.08	Ar.	Ottawa (E.S.T.)	Lv.	14.45	fgkj	
	10.23	Lv.		Ar.	14.35		
hij	12.00	Ar.	Toronto (E.S.T.)	Lv.	12.55	fgkij	
	12.15	Lv.		Ar.	12.40		
ajkn	13.30	Ar.	North Bay (E.S.T.)	Lv.	11.30	fgkhij	
	13.45	Lv.		Ar.	11.15		
gmjo	19.23	Ar.	Winnipeg (C.S.T.)	Lv.	4.35	fgkl	
	23.30	Lv.		Ar.	4.15		
ago	24.35	Ar.	Regina (M.S.T.)	Lv.	1.25	afghlm	
	24.50	Lv.		Ar.	1.10		
ab	3.10	Ar.	Lethbridge (M.S.T.)	Lv.	23.05	acklm	
	3.25	Lv.		Ar.	22.50		
abcdf	5.20	Ar.	Vancouver (P.S.T.)	Lv.	19.15	abcdie	

a—Receive from Winnipeg.
 b—Receive from Regina.
 c—Receive from Lethbridge.
 d—Receive from Edmonton.
 f—Receive from Calgary.
 g—Despatch to Edmonton.
 i—Receive from Montreal.
 j—Despatch to Wpg. City (inc. regs.) & Wpg. Fwd. (ord.)
 k—Receive from Ottawa.
 l—Receive from Toronto.
 m—Despatch to Regina Fwd.
 n—Despatch to Winnipeg.
 o—Despatch to Calgary.

a—Despatch to Winnipeg.
 b—Despatch to Lethbridge.
 c—Despatch to Regina & Regina Fwd.
 d—Despatch to Edmonton.
 f—Despatch to Calgary.
 g—Receive from Calgary.
 h—Receive from Edmonton.
 i—Receive from Victoria.
 j—Despatch to Ottawa.
 k—Despatch to Montreal & Mont. Fwd.
 l—Despatch to Toronto & Tor. Fwd.
 m—Despatch to North Bay, Toronto, Tor. Fwd.
 n—Ottawa, Montreal & Mont. Fwd.
 o—Despatch to Winnipeg Fwd. (inc. regs.)

Copies of the 13 pages
 available from the editor
 \$1.00 US/Can. + postage.