



BNAPS
AIR MAIL
STUDY
GROUP

Volume 3 - Number 1

December 1994

Chairman's Comments:

I'd like to give you a summary of the program discussion at BNAPEX '94 in Burlington, Vermont.

As Basil has so ably written up in his memo to the membership, we had an interesting and sometimes boisterous discussion as we tried to answer Murray Heifetz's questions re the organization of the new Canadian section of the new American Air Mail Catalogue.

Here is the summary of the items agreed upon and forwarded to Murray for his consideration.

A. Semi-Official Airmails including Special Flight Labels.

How to list the dates: Use Longworth-Dames book as a basis for starters. We understand he is also up-dating his book. Check with him. If flights are known before the official date, list them.

Proofs, Essays & Cinderellas: Proof stamps (ie PA&E) should be listed even if not in the Unitrade catalogue. Essays should be footnoted but not listed or priced. Cinderellas should only be footnoted saying they exist. No separate section for either Essays or Cinderellas.

B. Government Flights & Stages:

Cover Existence: Don't automatically eliminate doubtful items. Continue the search to see who has got the actual covers. Continue listing until disproved. Ask Murray to send out a list of questionable flights to Basil. He can list them in the Air Mail Study Group Newsletter and ask for members to respond with photo copies to prove they exist.

Dates of Flights - Non-First Flights: If we know a flight date is questionable or uncertain, say so. Otherwise leave it as is. Non-First flights should not be listed. In the case of the Moncton to Charlottetown flights all dates should be listed with an appropriate footnote. (AAMC #229)

C. Dirigibles, Catapults & DOX: No special section for dirigible or catapult mail. Such covers originating in Canada (with Canadian postage) would have to connect with the originating flight terminous and such covers would be covered in the special catapult section of the AAMS catalogue. The same for any dirigible covers.

A footnote is sufficient for all R-100 mail as it was favour carried. DOX flights should be listed in the Newfoundland section of the AAMS catalogue.

Rocket flight mail should be left to the existing Rocket Mail Cat.

I hope you can agree with these conclusions from our meeting. If you have any suggestions or comments on these items, send them to Murray. His mailing address: 49 Ternhill Crescent, Don Mills, Ontario M3C 2E4

Ed Christman

Good Collecting,

Ed Christman, Chairman

BNAPS SEMI-OFFICIAL STUDY GROUP:

There are a number of us who are interested in both the SOA covers and the Official Government Services as well as the Air Stages Services. We have therefore, joined both groups to study whole air mail picture.

At BNAPEX in Burlington this year a meeting was scheduled by Bob Marcello for 10:00 AM on Friday. There were eight of us but no Marcello. In his place he asked Haughton Sanguinetti to come from Tampa and do the honors. We did have a meeting and the main outcome was that those present all voted to ask the BNAPS coordinator to suspend and cancel the charter of the Semi-Official Air Mail Study Group.

We did have a discussion of the new catalog being done by AAMS and of some of the items that Haughton brought to show us.

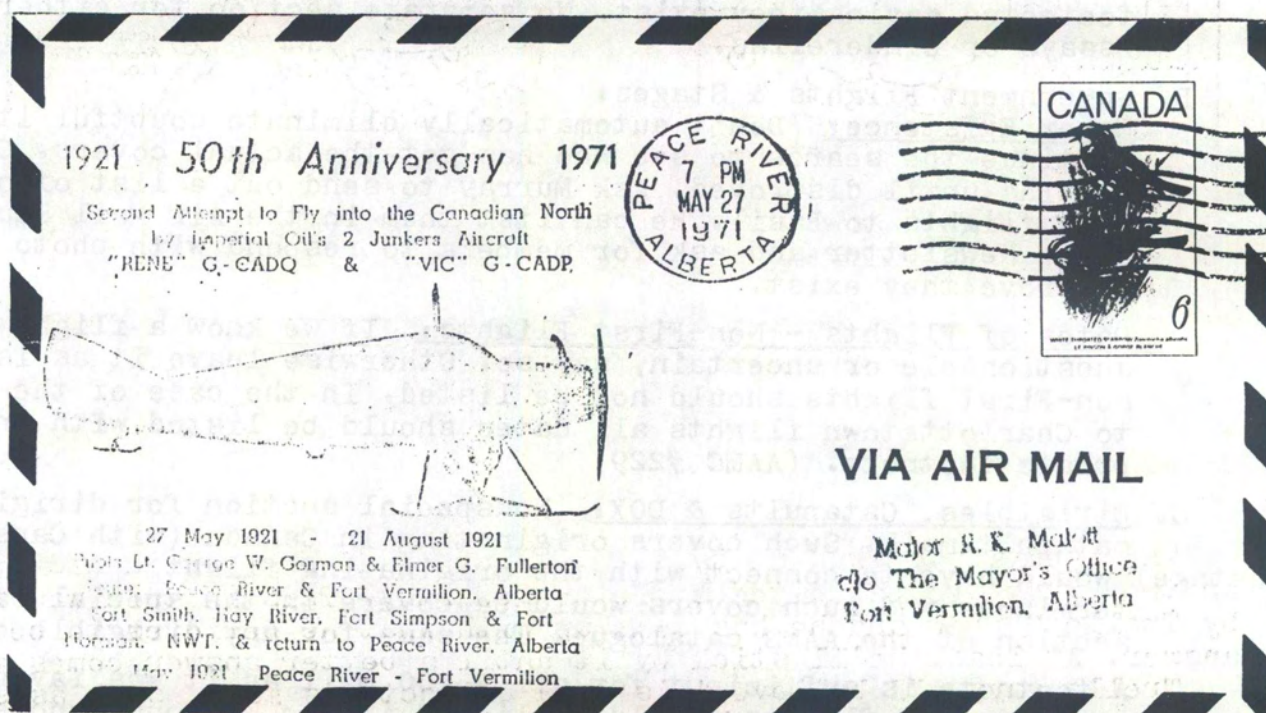
CHECK LIST OF HISTORICAL AND FIRST FLIGHTS:

In the Journal of the British Air Mail Society "Air Mail News" for November 1972 and 1973 issues there is a check list compiled by Dick Malott for the period 1968 to 1971. It is on 16 pages 5" by 8" and can be compressed to probably 13 or 14 pages.

Items covered are such things as 11 Jun 1970 - Inaugural Air France B747 flight Montreal to Paris and return.

25 Jun to 8 Jul 1970 - Set of 24 envelopes re Royal Canadian Flying Clubs Association Trans-Canada Flight Halifax to Victoria. Envelopes cancelled at: Halifax etc etc etc. ---

27 May to 21 Aug 1971 Peace River to Fort Vermillion, Alberta. (See below)



Since this listing is pretty long, and would take up too much room in the newsletter I will not reproduce it herein. However, if you would like a copy please send me \$1 and I will mail it out to you. In this way we can all have access to the information without forcing anyone to give up the space for something they would not use.

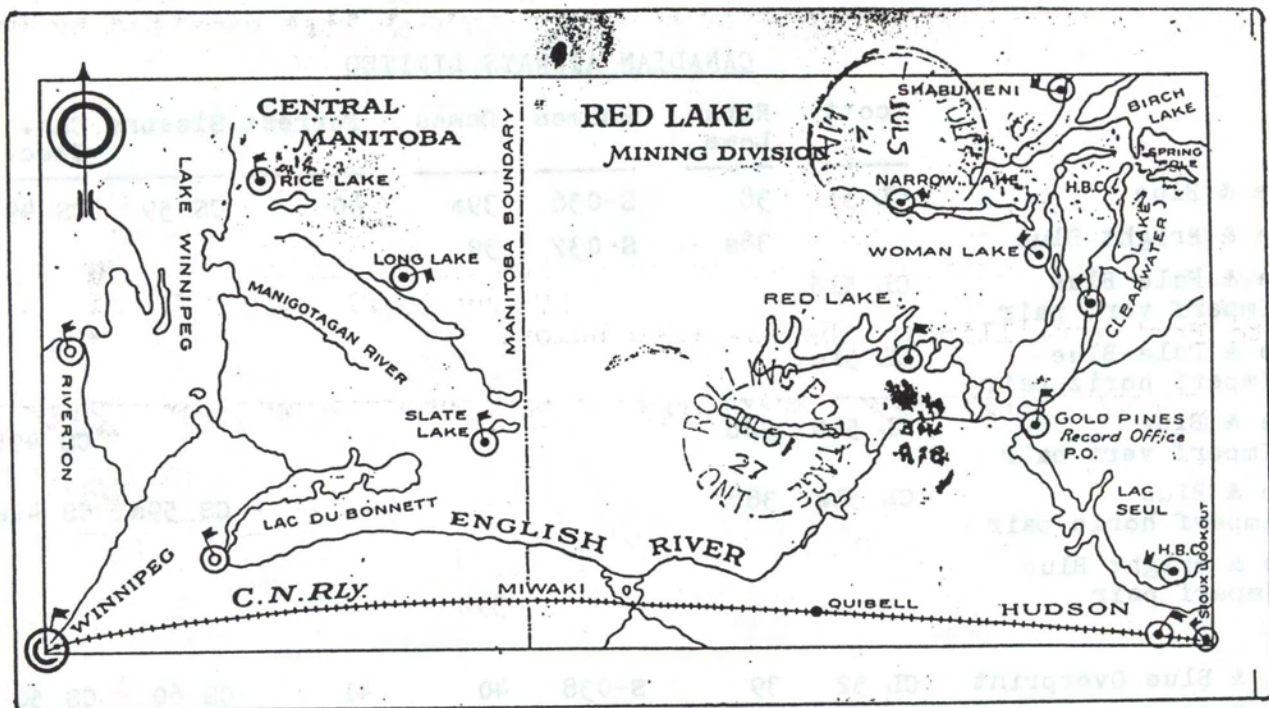
Western Canada Airways:

Shown below is the reverse of a cover mailed July 1st, 1927 with the WCA corner card. The map is interesting in that it shows the main points served by WCA. Or does it ?

If we look at the points with flags attached to the circled point we recognize a lot of the names, either new or old. For example, Rice Lake became Bissett, but upon looking at the Manitoba part of the map I see RIVERTON. If it was a base why didn't they fly mail to it ? It is today a town of about 700 people on the shore of Lake Winnipeg.

In studying the Ontario side of the map I see Hudson which was Rolling Portage and recognize other names. However, H.B.C. near Hudson would seem to be a Hudson Bay Company stop. Mail ? Also at the top is SHABUMENI. Was there a name change here ? Also see Lake Clearwater.

Can someone help us out with this seeming inconsistency ?

D.w. imprint on face of covers:

During 1994 the question of what the hand stamped D.w. on certain Air Mail covers meant. What special service did that cover get that others did not ?

D.w

The item was picked up by Charlie Verge and related in his column on the Study Groups edited by Peter McCarthy. This in turn was read by Trelle Morrow and he has come up with what he believes to be the answer. At least he'll stick by it until a better answer comes along.

Trelle says, "I believe this is a collector's mark, such as some people use in approval books, or for other markings. I have seen several of these covers so marked and one cover has the sender's return address. It is W.C. Diment, Sintaluta, Sask."

Trelle Morrow then goes on to say that he thinks it is a monogram stamp and that Mr Diment wasn't known to be a pilot. Possibly an old time collector who may be known to some of those in Saskatchewan.

CANADIAN AIRWAYS LIMITED:

With the help of Mike Painter your editor would like to pose some questions on this company and its stamps. We would also like to show some of the oddities associated with this series. And last, but not least, ask for your help in providing confirmation of the comparison listing.

One note in particular: Mike has 3 of the 4 panes that go to make up a sheet and is looking for the 4th to prove his plating theories. If anyone has a complete pane he would be willing to lend to Mike for this work please let him know what you have and he will tell you if it is his missing pane. (Mike F. Painter 1692 - 133A Street South Surrey, BC V4A 6H5 Canada.)

In order to have a common departure point here is a comparison chart which gives the various catalog listings of the two Canadian Airways Ltd. stamps. (Plain and 10¢ overprint.)

	<u>CANADIAN AIRWAYS LIMITED</u>							
	<u>Scott</u>	<u>Robson Lowe</u>	<u>Holmes</u>	<u>Dames</u>	<u>Forrest</u>	<u>Sissons</u>	<u>Can. Spec.</u>	<u>Sanabria</u>
Orange & Blue	CL 51	38	S-036	39a	40	CS 59	CS 49	551
Orange & Bright Blue		38a	S-037	39				
Orange & Pale Blue Imperf vert pair	CL 51d							
Orange & Pale Blue Imperf horiz pair	CL 51c							
Orange & Blue Imperf vert pair	CL 51b	38b					CS 49b	551a
Orange & Blue Imperf horiz pair	CL 51a	38b				CS 59a	CS 49a	551a
Orange & Bright Blue Imperf pair				39b				
Orange & Blue Overprint	CL 52	39	S-038	40	41	CS 60	CS 50	551b
Orange & Blue 10¢ Overprint inverted	CL 52a		S-038	40a		CS 60a	CS 50a	
Orange & Blue 10¢ Overprint doubled	CL 52b			40b			CS 50b	
Overprint in PURPLE		39b						
Perforations noted	12		11 3/4	11 3/4		11 1/2	11 1/2	
Date of Reference	1992	1973	1954	1982	1974		1986	1950

The BNAPS Study Group Report issued in 1985 says there were 20,000 stamps issued. They also report that 10,000 were overprinted in black. Dames says there were 2,000 issued of each #39 and 40. Holmes and Lowe also use the 2,000 figure.

If you measure the perforations on your own stamps you will probably get 11 3/4 or between 11.8 and 11.9 on the Instanta Gauge. If this is not your experience please let us know. It seems that the catalog writers were a bit rough in their determinations.

The 1985 BNAPS Semi-Official Study Group Report noted the following varieties:

1. Broken Outer lower frame line under hyphen $\frac{1}{2}$ mm.
2. Blue smudge extending half way between inner and outer frame line.
3. Distinct dot below outer lower frame line below "L".
4. Distinct dot below hyphen under inner lower frame line.

Since that time Mike has been working with his own plate flaws and has illustrated these for us.

Note: Pane numbers are arbitrary as their position on the sheet of four panes is not known. There are numerous other flaws, several nearly as prominent as these, so these eleven are somewhat arbitrary.



Hole in the tail
Stamp 1, Pane 1



Dash in the cabin
Stamp 49, Pane 2



Hole in the wing base
Stamp 3, Pane 3



Dot off right wingtip
Position 30, Pane 1



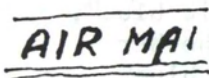
Dot ahead of Propeller
Stamp 15, Pane 3



Hole in the cabin
Stamp 31, Pane 1



Bent frame
Stamp 21, Pane 3



Extended Leg of "A"
Stamp 36, Pane 1



Tree under the tail
Stamp 33, Pane 3



Tear in fuselage
Stamp 47, Pane 1



Bird in the sky
Stamp 35, Pane 3

Since this stamp is still priced at about the same level as others issued in lots of over 20,000 it would seem reasonable to believe the 20,000 quantity, not the 2,000 quantity stated by Dames, Holmes and Lowe.

A couple of the printing and overprinting errors not noted in any of the catalogs should be added:

1. A color shift of the orange being 4 mm too high. (See 1985 study.)
2. A pair of overprints with one of the overprints inverted.

See Illustration of these on color insert.

This brings us to the matter of color and how it may be identified by each of us. With Mike Painter's permission I am quoting from a slightly edited copy of his letter.

Part of the confusion is the variety of blues. We have variously blue, light blue, bright blue, and pale blue. In my opinion there are only two shades and the listings for blue, light blue and bright blue should all be treated as the same - it would be simplest to just call it blue. The genuine pale blue is quite scarce. From my own collection I would guess that it is in the order of 100 times more scarce than the blue. That would suggest that only one sheet of 200 stamps was printed in the pale blue shade and I have no reason to suppose any of that sheet was imperforate.

I think some confusion is caused by two factors. First, there is an appearance of different shades due to heavier or lighter inking. They are, I believe, still the same shade : blue. Second, there are lighter shades produced by fading. Although in this case the blue has changed and can be very close to the true pale blue, it still started out as blue, not pale blue and so is not genuine. I enclose three stamps to illustrate.

The first stamp is "blue" and was at one time owned by Bill Topping who identified it as the dark (ie, blue) shade, so he and I agree on that. The second stamp is one that has light inking (you can see the cross hatch lines are fainter) and has a much "paler" appearance than the first. Nevertheless I would still call it blue because the ink colour is not different and only the drier inking causes the illusion of a different colour. The third stamp is one that Bill Topping exhibited at PIPEX '93 and which he identified as "pale blue". I agree with him, as did the judges, one assumes. The blue is a different shade. However, if you look at this stamp closely, you will see that it is also slightly faded. This shows in the orange, which is a bit lighter, too. However, in spite of the very slight fading being a complicating factor, I believe this is the true pale blue. I say this because I have another example, with no sign of fading, that is very close in shade, just a little more vivid. ~~I'm sorry I can't send this second example - it forms part of a presentation that I have to make to a local stamp club at the end of the month.~~ See Illustration

To sum up, I think there was perhaps only one sheet of the "pale blue", probably none of it imperforate, and that all the rest are just "blue" whether light or heavy inking and whether called "blue", "bright blue" or "light blue" by the catalogues. And in identifying the true "pale blue", watch for fading.



BLUE, Heavy Inking



BLUE, Light Inking



ORANGE Color Shift



PALE BLUE, Slight Fading



PALE BLUE, also "Bird In The Sky"



Pair with one overprint inverted

A Little Help From Our Friends:

One of the most rewarding returns for the effort that is put into a Newsletter is the help that comes from many quarters. You may have seen a wonderful array of odd stamps on your last mailing. The stamps were donated by a member who said I am sure you can use the help. Others have lent me their examples for review and writing up. Now another has sent a list of complete flights of the Air Stage Services which are duplicate. He sent the covers and donated them to the BNAPS Air Mail Study Group. They are offered at $\frac{1}{2}$ catalog plus postage. Four covers can go for an ounce which is 29¢ in US and 40¢ in Canada and each additional ounce is 23¢.

For those who are just getting going on the Air Mails this is a great chance to get the bulk of your covers at about \$1.50 each (US). There are some flights that have covers with the red and blue borders, while others are without. Some do not have Air Mail stamps, but I noticed one with the 12¢ #145. First come first served. Please write to the editor with your check in US funds or else with the added 25%. All flight numbers listed are AAMS Volume Four of the Fifth Edition.

Flight	#	List	Total	Cost	Flight	#	List	Total	Cost
519	26	\$3.00	78.00	39.00	520	2	\$3.00	\$6.00	\$3.00
528	2	2.00	4.00	2.00	530	4	3.00	12.00	6.00
535	6	3.00	18.00	9.00	536	2	3.00	6.00	3.00
537	6	3.00	18.00	9.00	541	2	3.00	6.00	3.00
542	6	3.00	18.00	9.00	546	4	3.00	12.00	6.00
547	6	3.00	18.00	9.00	548	2	3.00	6.00	3.00
555	2	3.00	6.00	3.00	556	4	3.00	12.00	6.00
557	2	3.00	6.00	3.00	558	2	3.00	6.00	3.00
559	2	3.00	6.00	3.00	561	8	3.00	24.00	12.00
562	4	3.00	12.00	6.00	563	2	3.00	6.00	3.00
570	2	3.00	6.00	3.00	573	2	3.00	6.00	3.00
574	2	3.00	6.00	3.00	576	2	3.00	6.00	3.00
578	4	3.00	12.00	6.00	579	2	3.00	6.00	3.00
580	4	3.00	12.00	6.00	585	2	3.00	6.00	3.00
587	4	3.00	12.00	6.00	589	2	3.00	6.00	3.00
590	6	3.00	18.00	9.00	595	8	3.00	24.00	12.00
597	6	3.00	18.00	9.00	598	6	3.00	18.00	9.00
599	6	3.00	18.00	9.00	600	2	3.00	6.00	3.00
610	2	3.00	6.00	3.00	611	2	3.00	6.00	3.00
591	10	3.00	30.00	25.00	(One leg of this flight has C-2)				

First Night Flight. AAMC #233:

A second confirmation of the fact that Flight #233 should be shown as Feb 15-16, 1931 comes from Derek Rance who says: "Simply, the AAMC listing is incorrectly dated. It should be noted that the listing is awkwardly inserted - splitting the May 3, 1930 Inaugural Prairie Mail Service that starts on page 1695, so it is more than likely that this is in the wrong place - with the wrong date. The proper date should be 1931, February 15/16".

Derek then adds that the book "Airborne from Edmonton" states the date of the First Night Flight was ((mid-February 1931)). Page 175. This could also be checked in the files of the "EDMONTON JOURNAL". Eugenia Myles. (1959)

D.G. Cox - Reference help please:

On page 11 of the 1985 BNAPS Study Group Report reference is made to "Canadian Air Mails - Early Pioneer and Semi-Official Flights". Is this a book or an article by D.G. Cox? Can anyone give us the details?

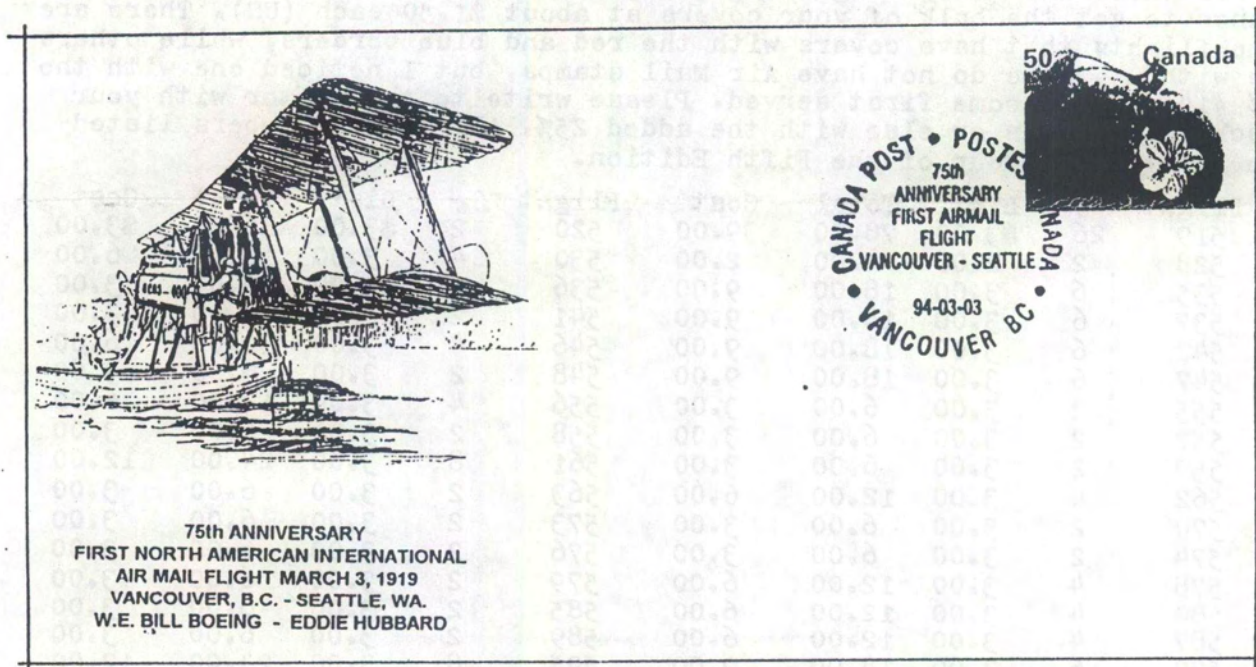
Canadian Air Mail Rate Study:

Is anyone working on a rate study? Or can anyone give us a reference to a rate study?

COMMEMORATIVE COVER:

A group of Air Mail collectors in British Columbia produced a cover for the 75th Anniversary of the First North American International Flight that was flown 3 March 1919. Hubbard and Boeing are names that we all recognize as the pioneers who found a way to shorten the mail time on letters from the orient to the US by picking up the mail in Vancouver and flying it to Seattle.

Covers are available from J.A. Brown 7936 Swanson View Drive R.R. #1 Pender Island, BC V0N 2M0 for \$2.50 (Canadian) or \$2.00 (US). Please add postage in some form that they can use to forward the cover.

Edmonton Stamp Club Show, 18 - 20 March 1994:

Our first year editor of the Air Mail Newsletter, Bill Topping, was awarded the GRAND AWARD for his exhibit of Yukon Airways. He will go on to the Royal of Canada and try to do it again. Congratulations, Bill and keep up the good work. We also appreciate your input on items that seem to escape the rest of us.

If you should be able to publish the Yukon Airways material I am sure you will find a ready market among this group. Certainly the Patricia Airways & Exploration treatise by Trelle Morrow helped us with that company and I am sure you'd be able to accomplish as much with Yukon.

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