



BNAPS
AIR MAIL
STUDY
GROUP

Volume 3 - Number 2

April 1995

NEW AMERICAN AIR MAIL CATALOGUE:

TO: All semi-official collectors
FROM: Murray Heifetz
DATE: December 24, 1994
SUBJECT: New Canadian Airmail Catalogue

In updating the listings in the current Volume IV of the AAMC there are a number of items that have to be reverified. Some are because there is doubt about the current information. Some are because they have not been seen recently. The list below covers all items of concern. What we need urgently is for collectors who have or know anything about the items to send me the information, hopefully with a photocopy of the cover if they have one. Replies should be sent to 49 Ternhill Cres., Don Mills, Ont., Canada, M3C 2E4.

LAURENTIDE AIR SERVICE

Any cover with CL1 or CL2 dated Sep. 11, 1924

Any cover dated Sep. 16, 1924 (2 were reported in Marquis of Bute sale)

JACK V ELLIOT AIR SERVICE

Any covers posted with dates between March 7 and 9, 1926

Dates of any covers with either the single oval "Mining Division" or the double oval "Gold District" cachet. Also, any usage of these cachets on covers flown by Western Canada Airlines or Patricia Airways & Exploration

PATRICIA AIRWAYS & EXPLORATION

Covers or data for CL13 on Aug. 26, 1926 Red Lake-Woman Lake or vice versa

Covers (need arrival pm) Mar. 31, 1927 Haileybury-Rouyn with CL14

Aug. 4, 1927 Ft. Hope-Sioux Lookout with either CL27 or CL28

Sep. 24, 1927 Red Lake-Lac du Bonnet with CL20

Any usage of CL19 or CL25 prior to June 25, 1927 (We know of one in May)

We need earliest dates of usage (send any you have) in 1927 of CL15, CL16, CL24, CL26, CL28, and CL30 or any of the sub numbers of these groups. Most known covers are flown in March 1928 by Patricia Airways.

WESTERN CANADA AIRLINES

July 24, 1927 Rolling Portage - Winnipeg

Feb. 27, 1928 Narrow Lake-Sioux Lookout - any earlier dates without routing via Rolling Portage

Oct. 9, 1928 Lac du Bonnet - Long Lake with either the one line or two line Long Lake overprint on the Western Canada Airlines stamp

July 19 or 20, 1929 Allan Water - Cat Lake and return

PATRICIA AIRWAYS

Any covers tied with semi official stamp dated between March 5 and March 9, 1928

Examples of covers dated between Feb. 4 and Mar. 9, 1928 franked with stamps of Patricia Airways & Exploration also with their cachet

CHERRY RED AIRLINES

June 15, 1929 Price Albert - Lac la Ronge and return

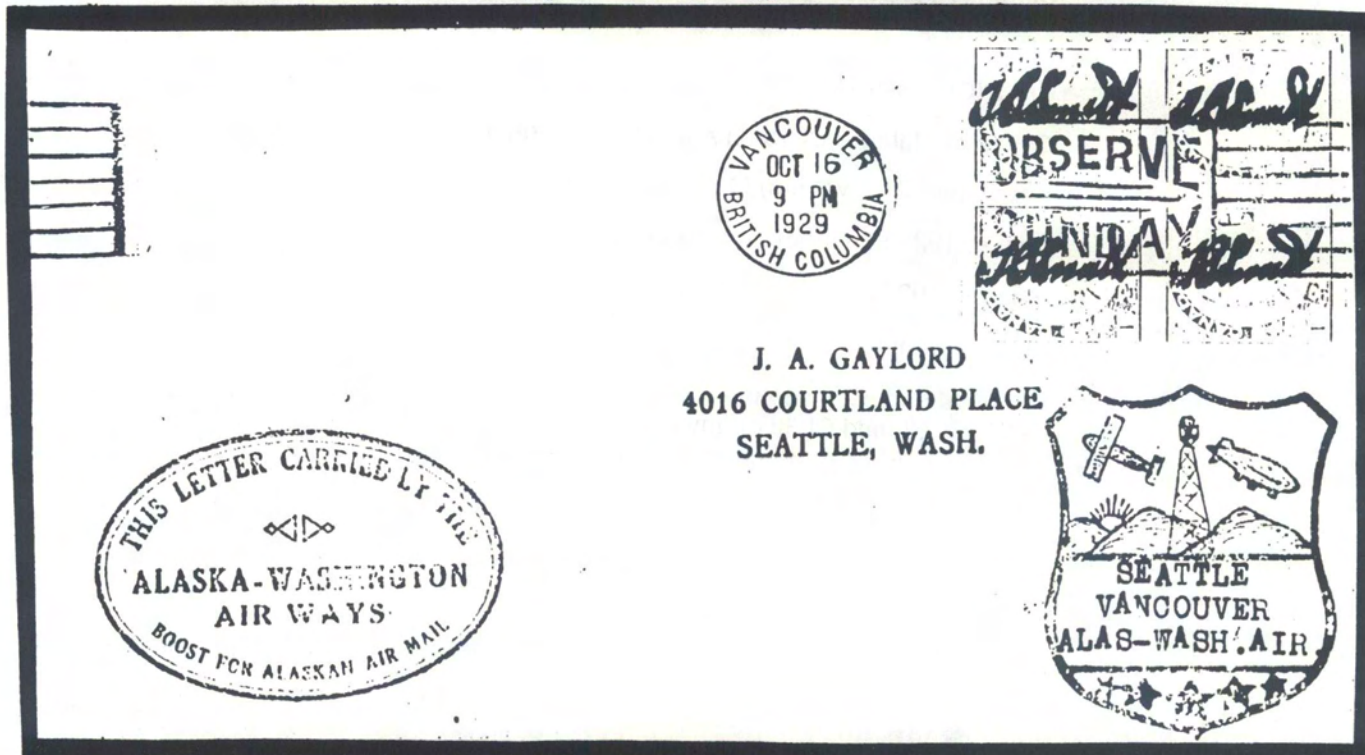
July 3 and July 23 Rottenstone Lake - Prince Albert and return

Your cooperation will be most appreciated and is essential if we are to have an up to date catalogue with many previous errors corrected. If you have any comments or suggestions with respect to the catalogue not necessarily related to any of the above, they will be most welcome in any case.

For your guidance, the catalogue numbers shown above are from the Unitrade numbering system which we expect to be used in the new catalogue. The new 1995 catalogue is now available and it has a much improved semi-official listing as well as a new updated listing of proofs and essays.

Who is Smith ?

Jim Brown of Pender Island B.C. sent along a copy of the 1929 Alaska-Washington Airways courtesy cover flown Vancouver-Victoria-Seattle. Who signed the stamps? Pilots were Hal Wilson and Floyd Keadle. Does anyone know what postal official might have signed? Any other ideas ?



COMMERCIAL AIRWAYS, LTD.

This company issued four (4) stamps in two (2) types known as "AIR FEE" and "VIA AIR". There have been errors in the catalog description of some of the oddities which should be cleared up. For example, the "BROKEN C" appears only on the "VIA AIR" stamp. As recently as the 1991 issue of Scott Specialized they listed the "BROKEN C" for all stamps.

If you want to delve into the papers and shades of color see the 1985 report of the Semi-Official Study Group. However, with the thought that a number of the group would like to be able to plate their copies, the G.H. Fay articles in the Air Post Journals of April 1934 and June 1935 are reproduced herein.

The four stamps of this company are shown below with position 2 for both types shown to prove that only "VIA AIR" has a "BROKEN C".

COMMERCIAL AIRWAYS, LTD.

	Scott Unitrade	Dames	Sissons	Forrest	Sanabria	Holmes	Canada Specld	Muller
Black, "VIA AIR" Perf 12	CL 47	36	CS 54	35	41	31	44	27
Same except "Broken C"	CL 47a	36a					44a	
Pane of 10 with rate etc	CL 47c							
Booklet of 25 panes	CL 47d							
Black, "AIR FEE" Thick	CL 48	37	CS 56	36	42	32	46	29
Same except thin paper	CL 48a	37A	CS 56a					
Same except Imperf pair	CL 48c	37Aa					46a	
Pale "VIA AIR" 7/21/30	CL 49	38	CS 55	37	44	33	45	28
Same except "Broken C"	CL 49a	38a					45a	
Same except Imperf Pair	CL 49b	38b	CS 55a				45b	
Same pair w/"Broken C"	CL 49c	38d						
Same except DEEP PURPLE		38c						
Orange "AIR FEE" thick	CL 50		CS 57	38	45/46	34	47	30
Same except thin paper	CL 50a	39						
Same except Imperf pair	CL 50b	39a	CS 57a				47a	
Same except DULL ORANGE		39b						
Same except Dbl Vert Perf		39c						
Same except partial perf between pair		39d						

CL 47, # 1



CL 49a, # 2



CL 48, # 2



CL 50, # 9



Plating a Semi-Official Air Stamp

by G. H. FAY

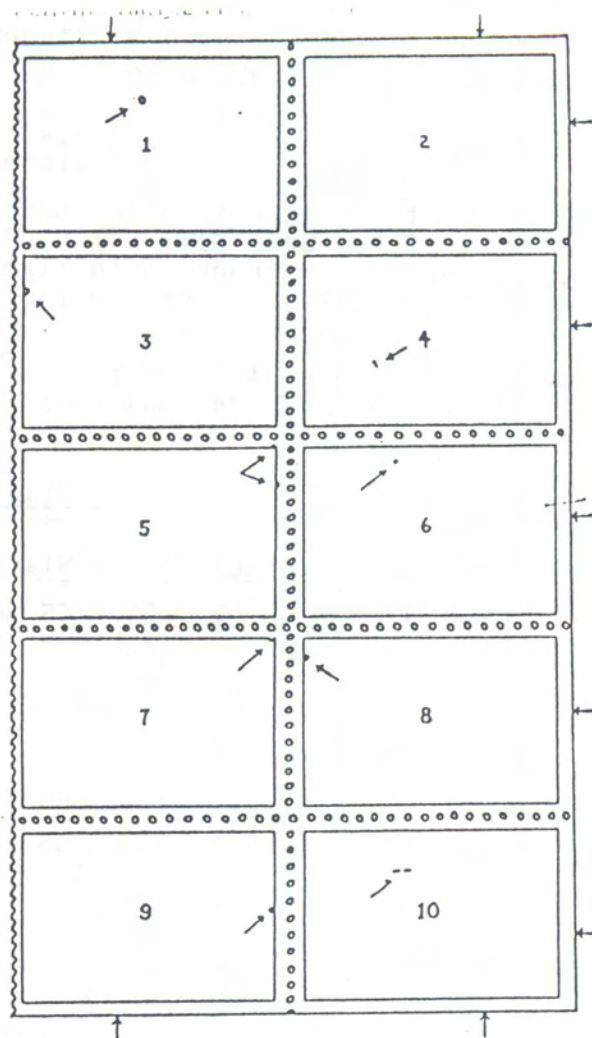
42 Trinity Place,
New York City

IT IS MY humble opinion that the majority of aerophilatelists start their hobby with a multitude of cheap and medium priced mint sets, generally trying to reach a goal of say, a thousand varieties. Unless one has sufficient means to acquire these at once, it will take two or three years to assemble them. During this period one accumulates many aeronautical items—flown covers, used airmails, par avion labels and probably some semi-officials.

Having assembled a representative collection of airmail stamps, with additional material showing the development of airmail service, and having studied his stamps to pick out varieties, the collector generally has the desire to try plating.

With the official air mail issues, this is almost impossible, as the sheets are too large and have too small a variety of slight constant markings to make plating possible or where a stamp might be plated from the various settings of the surcharge, a complete sheet to check by is generally beyond the resources of the collector. However, some of the semi-official airmail stamps offer an ideal solution, especially those of the Commercial Airways Ltd. of Canada, now obsolete, but still available through certain Canadian dealers and through auctions. The stamps were issued in sheets of ten (2x5) so one can make a plate at a small outlay.

Having secured two complete mint sheets of the Commercial Airways Ltd., black "Air Fee" type stamps, from different sources, as well as covers bearing the stamps and cardboard proofs, I had mater-



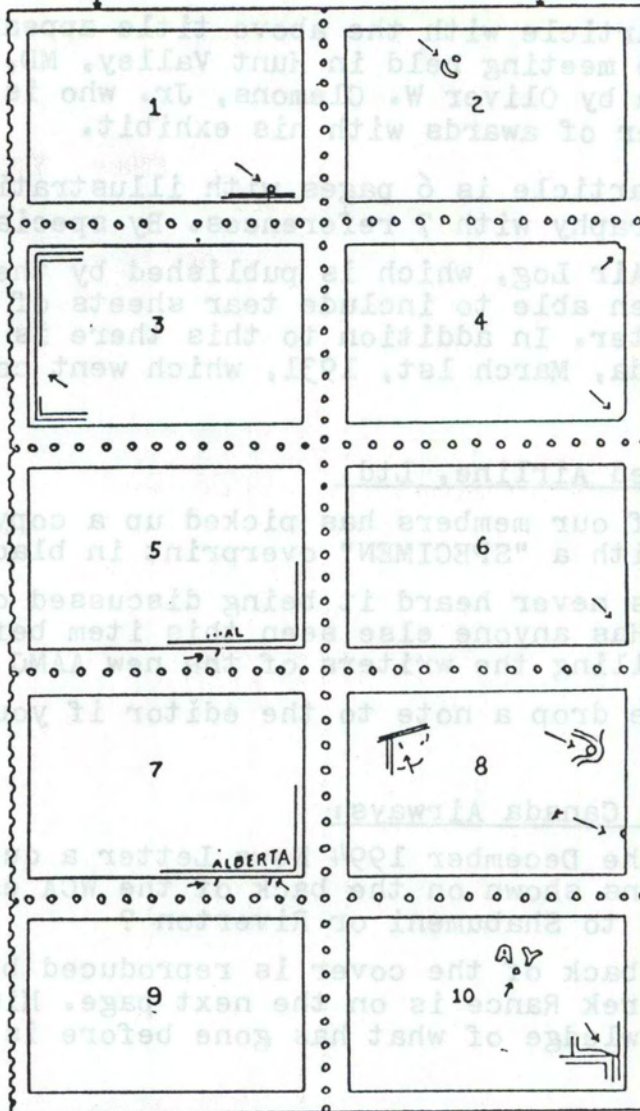
ial enough to pick out the constant variations for each position in the sheet, which for the benefit of those interested, are as follows:

- No. 1. Straight edge at top; small white circle below AL of Commercial.
- No. 2. Straight edge at top and right side.
- No. 3. White dot on outer frame line upper left side.
- No. 4. Straight edge at right; small black line at upper right of B.C. on map.
- No. 5. Black bumps on outside of outer frame at upper right corner and upper right side.
- No. 6. Straight edge at right; white dot over second C of Commercial.
- No. 7. V break in outer frame line in upper right corner.
- No. 8. Straight edge at right; broken outer frame line, upper left side.
- No. 9. Straight edge at bottom; black dot between frame lines near center of right side.
- No. 10. Straight edge at right and bottom; broken line under second C of Commercial.



Further Plating of a Semi-official Airmail Stamp

by GEORGE H. FAY
Upper Montclair, N. J.



SUPPLEMENTING my article on plating the second, or "AIR FEE" type of stamps of the Commercial Airways, Ltd., which appeared in the April 1934 issue of the AIRPOST JOURNAL, I offer for the benefit of those interested, the constant variations which appear in the first, or "VIA AIR" type:

No. 1. Straight-edge at top. White spot on bottom inner frame line $\frac{3}{16}$ " from the right.

No. 2. Straight-edge top and right. Broken top of second "C" in "COMMERCIAL." Nick in bottom frame at left of "AIR".

No. 3. Break in inner vertical frame line at left of "AIR" in left hand "VIA AIR" extending from cross-bar of "A" to bottom of circle enclosing the "VIA AIR."

No. 4. Straight-edge at right. Both upper and lower right corners broken.

No. 5. Single colored dash from outer frame line at bottom under dot to left of "A" in "ALBERTA".

No. 6. Straight line at right. Lower right outer frame thick.

No. 7. Colored dashes from outer frame line at bottom under "A" and under "RT" of "ALBERTA".

No. 8. Straight-edge at right. Nick in outer right frame line about $\frac{1}{4}$ " from base. White dot in ribbon below period of "D" of "LTD." Added verticle dash in upper left-hand cloud effect.

No. 9. Straight-edge at the bottom.

No. 10. Straight-edge at bottom and right. White dot below "AY" of AIRWAYS." Line over right bottom ornament bent.

The DO-X Overprints of Newfoundland:

An article with the above title appeared in the BALPEX '94 program for the meeting held in Hunt Valley, MD, September 3-5, 1994. It is written by Oliver W. Clemons, Jr. who is a member of AAMS and has won a number of awards with his exhibit.

The article is 6 pages with illustrations, total mail counts and a bibliography with 7 references. By special arrangement with the Jack Knight Air Log, which is published by the American Air Mail Society, I have been able to include tear sheets of this article with our April Newsletter. In addition to this there is a discussion of Flight # 301 of Canada, March 1st, 1931, which went coast to coast in Canada.

Cherry Red Airline, Ltd.

One of our members has picked up a copy of the Cherry Red stamps with a "SPECIMEN" overprint in black at right side.

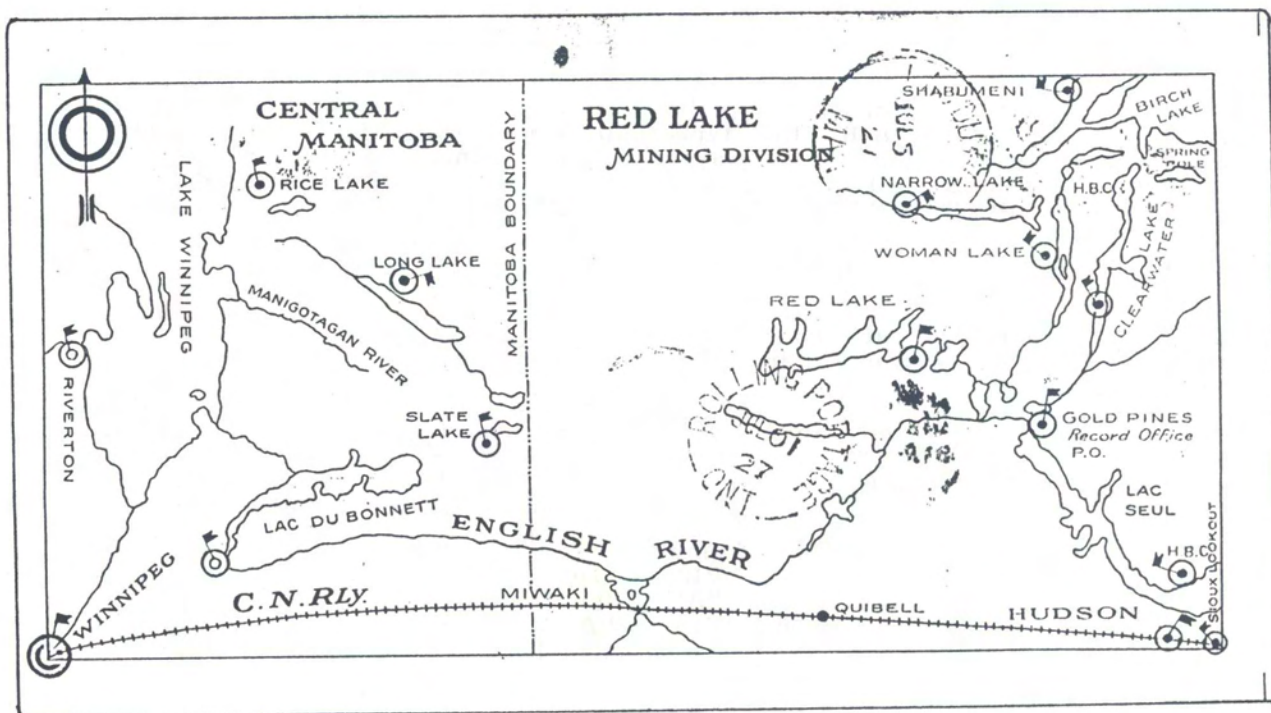
He has never heard it being discussed or noted in a catalogue. Has anyone else seen this item before and is it worth telling the writers of the new AAMC about it?

Please drop a note to the editor if you have information.

Western Canada Airways:

In the December 1994 News Letter a question was raised about the various locations shown on the back of the WCA envelope. For example why no first flights to Shabumeni or Riverton?

The back of the cover is reproduced below for reference. A great answer from Derek Rance is on the next page. His understanding of the situation and knowledge of what has gone before is a great help to all of us.



Derek Rance 95-01-06

Chairman's Notes:

We keep growing. As of January 1st, we had 35 paid up members and we will have gotten a few more by the time you are reading these comments. Those of you who haven't paid up, you've still time before you're dropped from the rolls. Mail those dues !

I am sure all of you know some Air Mail collectors who aren't members. You can do them a favor by recruiting them for membership. They'll be glad they joined. Remember we're an AIR MAIL group, so we welcome any BNAPSer who is interested in any phase or period of mail carried by air. I guess that would also include hot air balloons !

I hope most of you, by this time, have secured the Firby Auction Catalogue which features the Nickle Air Mail Collection. It may be the best sale with the most Air Mail material (Proofs, Stamps, Semi-Officials & Government Flights) to come on the market in years. Be sure and at least get a catalogue as a reference.

A volunteer is needed to give a "Show and Tell" presentation at our Edmonton BNAPS '95 meeting. If you have an interest in showing some of your collection and telling the group about it, please write to me. I'll be glad to help you get ready to present. Our meeting is tentatively scheduled for Saturday afternoon on September 2nd.

As in every stamp group, Journal, or Newsletter known, our editor needs articles for future issues. Bas will also welcome comments and questions from any member which he will be glad to have for publication.

Good Collecting,

Ed

Ed Christman, Jr.

What happened on February 22, 1932 ?

One of our members sent in a number of covers like the one shown below and asked what it was. Many are addressed to W.R. Patton who is well known to us as a producer of First Flights. However, there is no cachet, no routing shown on the cover, and no backstamp.

Covers originated from all across the country. Saint John, Halifax, Quebec, Montreal, Ottawa, Toronto, Hamilton, Winnipeg, Regina, Edmonton, Calgary, Vancouver etc. There does not seem to be a listing in AAMS or Muller that I can find. Why would they have prepared these many covers just to have them sent back to them from various points ?



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

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