



BNAPS
AIR MAIL
STUDY
GROUP

VOLUME 7 - NUMBER 1

APRIL 1999

EDITORIAL:

I wish to express my thanks to all of you for raising your dues in Canadian Dollars. I know you understand the problem and I will not delve further into the matter. I also wish to thank the several of you who made a donation to the fund, even though you had paid dues for the year. One immediate result is the color shot of the bogus Canadian Airways blocks enclosed.

Ed Christman has suggested that we not try to have a "One Frame" exhibit at Vernon. His feeling is that the work required takes longer than the time between April and September, and should be guided by somekind of theme from the BNAPS Board or committee. Therefore, we will not try this time.

In the January dues letter I sent out a request for information on the number of the bogus stamps the Group has on hand. This came as a result of the article by John Wannerton about the fact that there were only 20 printed. The returns so far show that there are 13 in the hands of the Group and that this includes 2 sheets of 4.

On the matter of the CLP 1, un used we have as a Group 21 copies mint and 35 used and on cover. The books show that there were 194 printed and that 130 were used on mail. One member has a copy on piece, but uncanceled. This would beg the question, "Was the Post Office Department mandated to cancel the sticker on the back of the cover?" Lets hear more on this subject.

Thank you very much for the address changes. They are noted.

Murray Heifetz was kind enough to write and help straighten out my goof on the Patricia Airways & Exploration block shown on the last page of the December 1998 Newsletter. This is the block with the route inscription missing.

I noted that the stamp is listed in others but not Unitrade. It is listed in Unitrade as CL 18g. A single copy was offered for sale in the Firby sale last October of the Bob Jamieson collection under Lot #297. In the lot description there is a comment that this should really be listed as a proof.

"The question of its being a proof may be difficult to ascertain. Trelle Morrow listed it as CS 23d. Its listing in Unitrade as 18g was inserted by Bob Jamieson and he did have a copy in his collection. Thus it may be inferred that he did not believe it was a proof. If the comment was that of the auctioneer there should be some basis of substantiation. In this issue, the omission of the aircraft exists in both proof and issued form. The omission of the route inscription is generally found only on proofs, but this in itself should not be the basis of a general determination without additional grounds."

Murray Heifetz

Holden vs. British Columbia Airways.

In the October 1998 issue of The Airpost Journal a very interesting article by Robert M. Terry appeared on page 407. The article deals with the crash on the last flight of BC Airways and the law suits that were filed as a result of the loss of life.

The records still in the court's hands do not indicate an outcome and therefore Mr Terry is asking for help among collectors in case there are some documents saved because of the air mail stamps or the revenue stamps that deal with this case.

If any of you have anything that might relate to this event, I am sure Mr Terry would be pleased to have your assistance.

The article also describes some of the air line operations. If any one wants a copy drop the editor a note.

Newfoundland Airplane Takeoff Locations.

In the January 1999 issue of the American Philatelist there is a wonderful article by Norris R. Dyer, "After Lester's Field and Other Fascinations". Mr Dyer attended the BNAPS Convention at St. John's and did a wonderful research project on airplane takeoff points.

He has pinpointed the location of the airstrip and its direction for the Alcock & Brown flight in a Vickers-Vimy as well as the Handley-Page, the refitted bomber.

I mention this article because it shows how little I knew about the subject when I took a picture of the field at Harbour Grace and included it with the Rusted article.

At least we all had a good time in St. John's.

U.S. LETTER STAMPS:

In case any of you have some old letter denominated stamps and don't know how much they are worth, the Chicago Tribune helps.

Chicago Tribune

WEDNESDAY, JANUARY 20, 1999



15c
1978



18c
May, 1981



20c
October, 1981



22c
1985



25c
1988



29c
1991



32c
1994



33c
1999

NEW POSTAL MATH

If you play your stamps right $A + B$ equals H

By Eileen Finan
TRIBUNE STAFF WRITER

You, like many blizzard-weary Chicagoans, were caught unaware by last week's one-cent postal rate increase. Now you find yourself desperate to mail an overdue bill but left with only a lowly 32-cent stamp. A run on your local post office has emptied it of both the makeup rate stamps and the new non-denominated H stamps worth 33 cents.

A single penny stands between you and your credit rating. All seems lost. But wait!

Stuck in crevice of a dusty desk drawer you find two single stamps, curled at the edges, adhesive yellowed with age. "US Postage A," one reads. "US Postage B," says the other. Could these two letters spell salvation?

For an answer, consider this equation:

A plus B equals H.

It should make perfect sense to an alert postal worker. And it's good news

for anyone trying to salvage a two-decade-old remnant like an A stamp, or any of the other 28 varieties of non-denominated stamps issued over the years.

These stamps, which do not show a cent value, are a post-office necessity during a period of rate increase. After requesting a rate hike, post office officials must wait to learn what value will be approved. The non-denominated stamp is preprinted, allowing the post

SEE STAMPS, PAGE 4

And H makes 8:

These alphabet stamps, issued by the post office in advance of rate increases, never lose their value. Remembering how much they're worth is another matter.

Photos for the Tribune by Stacey Wescott; stamps courtesy of John G. Ross Inc.

PRAIRIE FLIGHTS 2853 & 3011

In the Third Quarter 1998 issue of TOPICS there was a letter from Barrie Atkinson which forwarded information from his cousin about the first flight pilots of 1928 and 1930.

The 1928 flight was the Experimental Prairie Flights and is our # 2853 in the AAMS catalog. This is shown on page 62.

The 1930 flight is the Regular Prairie Service (March 3, 1930). This is our # 3011 and is shown on page 63. The interesting part of this communication is that there are several times when they list more than one pilot on a leg. This is probably because there was so much mail that it took 2 planes, or the planes divided the load when getting the planes back to their proper bases.

Whatever the case, I think this is a valuable part of the history and that it should be incorporated into the next publication of the "Air Mails of Canada and Newfoundland".

PATRICIA AIRWAYS & EXPLORATION, LTD.

On the following pages are listings of the PA&E stamps as they have been catalogued by various brave souls who tried to make sense out of what was probably an office party to confuse collectors down the road.

This listing is for STYLE THREE of PA&E. The stamps are rouletted, and were green and red printing on yellow paper. Some stamps were on a pale yellow paper, and have been so noted.

Many, if not most of this issue, were overprinted with one or two of the following four overprints (O.P.). Much confusion arises from the fact that all catalogs do not designate the overprints with the same letter identification. However, since the Morrow/Sissons listing is the most complete it has been used as a starting point. Therefore the O.P.'s are consistent with the Morrow/Sissons catalog.

HAILEYBURY
and
ROUYN
10 cents
(A)

Special Air Service
Sioux Lookout
and
Red Lake District
5 cents
(B)

RED LAKE
(C)

Special Air Service
Sioux Lookout
and
Red Lake District
5 cents
(D)

Your editor has probably benefitted most from this exercise. However, a disclaimer is in order. All of the stamps listed by Morrow/Sissons are shown. A few others that Scott lists are shown, but not all by any means. If you complete your collection with the M/S numbers, then you can go to others to refine. For example, Scott CL30d shows a stamp of the basic design with a RED LAKE overprint where the airplane is inverted and then shows the overprint ascending or descending and the overprint right side up or inverted. Should this be 1 listing or 4?

This also brings to mind the Sanabria listing which does not tell anything except color of overprint, not ascending or descending. Thus several stamps have the same Sanabria number.

Of the 131 stamp listings by Morrow/Sissons 11 are assumed to exist and 4 of these are in CS 36 and CS 37. M/S says overprints are in Red, Green and Black, while Dames says Deep Purple and Light Green or Dark Gray. He also uses Black. I have lumped them together under the first 3 colors mentioned. Assumed to exist stamps have an *.

I hope this work will be of assistance to those who are struggling with the PA&E issue of the Sami-Officials.

PATRICIA AIRWAYS & EXPLORATION, LTD.

STYLE THREE ROULETTED

CS 30	Regular issue, yellow no route marks This stamp was not intended for sale.	CL 23	22	SO23	S26
CS 30a	Regular issue with double roulette	CL 23b	22b	SO23b	S26b
CS 30b	Inverted plane		22a	SO23a	
CS 30c	Se-tenant with stamp CS 40c		22c	SO23c	
	Imperforate pair (Some consider it a proof)	CL 23a			S26a
	Inverted plane on imperforate pair				S26c
CS 31	Regular issue, Type A op (H&R 10¢) red, ascending	CL 24	25	SO26	S28
CS 31a	Inverted plane on stamp CS 31		25a	SO26a	
CS 31b	Pair: 1 is CS31, 1 stamp is with black type B TYPE B OVERPRINT (O.P.) (5¢) LARGE TYPE		23A	SO24	
CS 32	Reg issue w/type B (5¢) O.P. Black, ascending		23Aa	SO24a	S27b
CS 32a	Reg issue w/type B (5¢) O.P. Black, descending	CL 25	23B	SO24A	
CS 33	Reg issue w/type B (5¢) O.P. Red, ascending		23Ba	SO24Aa	S27a
CS 33a	Reg issue w/type B (5¢) O.P. Red, descending	CL 25a	23Bb	SO24Ab	
CS 33b	Reg issue w/type B (5¢) O.P. Red, Desc. BUFF PAPER		23	SO24B	S27
CS 34	Reg issue w/type B (5¢) O.P. Green, ascending	CL 25c	23a	SO24Ba	
CS 34a	Reg issue w/type B (5¢) O.P. Green descending	CL 25b			
CS 34b	Reg issue w/type B (5¢) O.P. Green, desc. BUFF PAPER		23b	SO24Bb	
	TYPE D OVERPRINT (O.P.) (5¢) SMALL PRINT				
CS 35	Reg issue w/type D (5¢) O.P. Black, ascending	CL 26	24A	SO25	S27Ab
CS 35a	Reg issue w/type D (5¢) O.P. in Black, descending		24Aa	SO25a	
CS 35b	Reg issue w/type D (5¢) O.P. in Black, Ascend, INVERT.	CL 26a	24Ab	SO25b	S27Ae
CS 35c	Reg issue w/type D (5¢) O.P. in Black, Descnd, INVERT		24Ac	SO25c	
CS 35d	Reg issue w/type D (5¢) O.P. in Black ascending plus Type C (RED LAKE) in Red with CS 35 Se-tenant	CL 26b			

SANABRIA 1995

DAMES 1995

DAMES 1982

SCOTT 1995

MORROW/
SISSONS

PATRICIA AIRWAYS & EXPLORATION, LTD.

STYLE THREE ROULETTED

CS 36	Reg issue w/type D (5¢) O.P. in Red, ascending	CL 26c	24B	SO25A	S27Aa
CS 36a	Reg issue w/type D (5¢) O.P. in Red, descending *				
CS 36b	Reg issue w/type D (5¢) O.P. in Red, ascend. INVERTED	CL 26d	24Ba	SO25Aa	S27Ad
CS 27c	Reg issue w/type D (5¢) O.P. in Red, descend, INVERTED		24Bb	SO25Ab	
CS 37	Reg issue w/type D (5¢) O.P. in Green, ascending	CL 26e	24	SO25B	S27A
CS 37a	Reg issue w/type D (5¢) O.P. in Green, descending *				
CS 37b	Reg issue w/type D (5¢) O.P. in Green, Ascend INVERT *	CL 26f			
CS 37c	Reg issue w/type D (5¢) O.P. in Green, Descend INVERT *				
TYPE A & B OVERPRINT (H&R 10¢)+(SPL AIR SVC 5¢)					
CS 38	Reg issue Type A in Red, Type B in Black See also stamp 31b.	CL 27	26	SO27	S29
	Reg issue pair, one stamp missing Type B O.P.	CL 27a	26a	SO27a	
TYPE A & D OVERPRINT (H&R 10¢) + Small print 5¢					
CS 39	Reg issue Type A in Red, Type D in Black	CL 28	27	SO28	S29a
CS 39a	Reg issue Type A + inverted Type D (small op.)	CL 28a	27a	SO28a	S29b
CS 39b	Reg issue with one overprint doubled		27b	SO28b	S29c
CS 39c	Reg issue with grounded plane	CL 28b	27c	SO28c	
CS 39d	Reg issue PAIR, Type D OP missing on one stamp		27d	SO28d	
TYPE C OVERPRINT (RED LAKE)					
CS 40	Reg issue Type C in Black ascending	CL 30	28B	SO29	S30
CS 40a	Reg issue Type C in Black descending	CL 30	28Ba	SO29a	S30
CS 40b	Reg issue Type C in Black ascending, INVERTED		28Bb	SO29b	
CS 40c	Reg issue Type C in Black descending INVERTED		28Bc	SO29c	
CS 40d	Reg issue w INVERTED PLANE. Black ascending O.P.	CL 30a	28Bd	SO29d	S30e
CS 41	Reg issue Type C in Green ascending	CL 30f	28A	SO29B	S30a
CS 41a	Reg issue Type C in Green descending	CL 30f	28Aa	SO29Ba	S30a
CS 41b	Reg issue Type C in Green ascending, INVERTED		28Ab	SO29Bb	

NORRIS/

SCOTT 1995

DAMES 1982

DAMES 1995

SANABRIA 19

PATRICIA AIRWAYS & EXPLORATION, LTD.

STYLE THREE ROULETTE

CS 41c	Reg issue Type C in Green, descending, INVERTED				
CS 41d	Reg issue Green + Red Type C ascending Double strike Inverted overprint	CL 30h	28Ac	SO29c	
CS 42	Reg issue Type C in Red, ascending	CL 30c	28	SO29A	S30b
CS 42a	Reg issue Type C in Red, descending	CL 30c	28a	SO29Aa	S30b
CS 42b	Reg issue Type C in Red, ascending, INVERTED		28b	SO29Ab	
CS 42c	Reg issue Type C in Red, descending, INVERTED		28c	SO29Ac	
CS 42d	Reg issue, INVERTED PLANE, Red O.P. ascending	CL 30d	28d	SO29Ad	S30e
CS 42e	Reg issue, INVERTED PLANE, Red O.P. descending	CL 30d	28e	SO29Ae	S30e
CS 42f	Reg issue, INVERTED PLANE, INVERTED O.P. Red, descend.	CL 30d	28f	SO29Af	S30e
TYP A + C O.P. (H&R 10¢ + RED LAKE)					
CS 43	Reg issue, Type A in Red, Type C in Black ascending	CL 29	29a	SO30a	S31
CS 43a	Reg issue, Type A in Red, Type C in Black descending	CL 29	29	SO30	S31
CS 43b	Reg issue, Type A in Red, Type C in Black. INVERT, ascend.	CL 29c	29c	SO30c	S31
CS 43c	Reg issue, Type A in Red, Type C in Black, INVERT, descend	CL 29c	29b	SO30b	S31
CS 43d	Reg issue PRINTED ON LIGHT YELLOW-ORANGE PAPER		29d	SO30d	
CS 44	Reg issue, Type A in Red, Type C in Green ascending	CL 29b	29Ba	SO30Ba	S31a
CS 44a	Reg issue, Type A in Red, Type C in Green descending	CL 29b	29Bb	SO30Bb	S31a
CS 44b	Reg issue, Type A in Red, Type C in Green, INVERT, ascend	CL 29c	29Bc	SO30Bc	S31a
CS 44c	Reg issue, Type A in Red, Type C in Green, INVERT, DESCEND	CL 29c	29Bb	SO30Bb	S31a
CS 45	Reg issue, Type A in Red, Type C in Red, ascending	CL 29a	29Aa	SO30Aa	S31b
CS 45a	Reg issue, Type A in Red, Type C in Red, descending	CL 29a	29A	SO30A	S31b
CS 45b	Reg issue, Type A in Red, Type C in Red INVERT, ascending	CL 29c	29Ac	SO30Ac	S31b
CS 45c	Reg issue, Type A in Red, Type C in Red INVERT, descend.	CL 29c	29Ab	SO30Ab	S31b
CS 45	Reg issue PRINTED ON LIGHT YELLOW-ORANGE PAPER		29Ad	SO30Ad	

SANABRIA 1995

DAMES 1995

DAMES 1982

SCOTT 1995

MORROW/

SISSONS

Canadian Airways Ltd. PLUGGED "S":

I have heard from 3 members of the Group who have whole sheets of the overprinted Canadian Airways, Ltd stamp CL52. All have been very kind in their acknowledgement of my shortcomings.

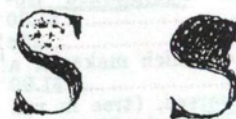
It would seem from Mike Painter's article, below, that another catalog number "CL52c" should be added.

FOLLOW UP ON CANADIAN AIRWAYS LTD.:

Further to the item on the "plugged S" in the overprints of this Company's issue (Dec. 1998 Newsletter, page 32) this does appear to be a repeating variety. Wally Silvestri phoned me to say this was on the fourth stamp, top row of a sheet that he had. He also said there was a minor version of the same flaw on the third stamp, top row. On checking my collection, I found the same thing.

The Canadian Airways stamps were printed in sheets of 200 with four panes of 50, with gutters between the panes. They were cut into the panes of 50 for sale to the public. I am fairly well along in plating the issue and can identify stamps from the four panes. Thus I can tell that the plugged S of the overprint occurs on three of these panes at position 4. It's a reasonable assumption that it occurs on the remaining pane - I just don't have an example.

I have nine examples of the flaw and there is considerable variation in the appearance. The flaw at position 4 ranges from a smudge with some white showing through, to a complete filling in of the top part of the S. The flaw at position 3 also has some variation, from a slight blurriness to a bit more ink in the top of the S. It's never very noticeable without magnification, whereas the heavy examples at position 4 are noticeable to the unaided eye. I suspect the variation may be due to variation in inking, but it could be some sort of progressive damage to the surcharge plate.



Variation, position 4.



Variation, position 3.

Since the flaws occur at only the single place on each pane, and are apparently repeated on all four panes, it looks as if the surcharge was applied one pane at a time i.e. one strike of the printing plate or cylinder applied fifty surcharges. I've checked the complete panes that I have and find the distances of surcharges from top to bottom and from side to side appear to be constant, which lends support to there being only one strike per pane. This raises some interesting questions about the inverted surcharges.

Longworth-Dames says there are 10 inverted surcharges, and I think this was originally correct. And from one that I have and two or three that I have seen, they seem to have come from a vertical row of ten on the right hand side of a pane. However, in the last year or two another pane has surfaced, this time with the entire pane having inverted surcharges. And it's a different pane than one with just the one row inverted. The latter pane could be explained as being upside down when the surcharge was applied. And you would expect to find the plugged S (inverted) on stamp 97 (and the lesser example on stamp 98).

The pane with just the one vertical row of inverts, however, must have had forty surcharges applied right way up. To do this, was the plate moved one row to the left? If so, there should be a plugged S at position 3 and a lesser one at position 2 (instead of 4 and 3). Then how was the single row of inverts applied? Turn the work and then use only the left row of the surcharge plate? In any case, it looks like a deliberate action instead of an accident. I presume the same questions apply to the doubled overprints.

Mike Painter.

Canadian Airways - where did the 20 Red Trees come from?

Shown below at the left is the article from John Wannerton that caught our eye about 20 only of the reversed color bogus stamp. At the right are 2 articles from A.C. Roessler's Stamp News.

I believe there is a similar layout, type and wording that one might draw the conclusion that it is from Roessler, who printed the stamps.

THE GOLD FIELDS



- * Canadian Airways Ltd. poster stamp used in connection with 6c Canadian airmail. Postmarked Gogama, Ont.\$1.00
- * The poster stamp.....25c
- * Same, pane of 4, which makes it a complete sheet\$1.00
- * Error, colors reversed, (tree in red instead of green, etc.) only 20 known, single\$1.00



NORMAL 'GREEN' TREE

Shown below is an entry from the 1934 Ian Morgan catalog of Canadian Air Mails. The main listing of the Canadian Airways Ltd. does not include the overprinted stamp so the possibility of the Red Tree issue of 20 each may not have come to pass as yet.

N. B.—The fictitious stamp illustrated below was printed in green and orange in blocks (sheets) of four by a well known man in Orange, N.J., and sold in England as a new Canadian Semi-Official stamp as advertised in Jan. 4th 1934 issue of 'Flight'. Canadian Airways Limited have provided the Author with these particulars and have assured us that they never issued nor sanctioned their printing.

, EAST ORANGE, N. J.

CANADA AIR COVERS Cherry Red



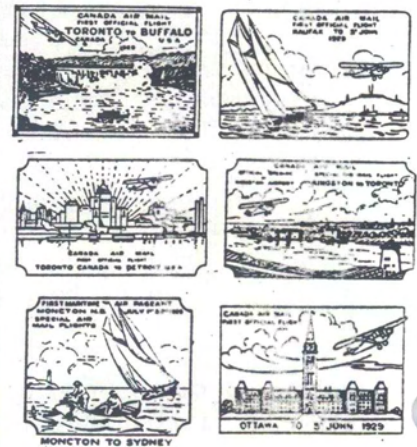
These all have Cherry Red poster stamp and are nicely postmarked, as well as back-stamped on attractive airmail envelopes.

- Lac La Ronge to Prince Albert.....\$1.00
- Prince Albert to Lac La Ronge.....\$1.00
- (On the 2 above covers the pilot has autographed each poster stamp and the company has hit each with a cachet.)
- Ile a la Crosse to Lac La Ronge.....\$1.00
- Ile a la Crosse to Montreal Lake.....\$2.00
- Ile a la Crosse to Prince Albert.....\$1.00
- Lac La Ronge to Ile a la Crosse.....\$1.00
- Lac La Ronge to Montreal Lake, the rarest of all—only 141 carried.....\$2.50
- Port Menier, province Quebec and Ile a la Crosse to Prince Albert—certainly a freak cover if there ever was one.....\$1.25
- Prince Albert to Ile a la Crosse.....\$1.00
- The unused Cherry Red Poster stamp.....12c
- * Same, block of 4.....48c

—A.C.R.S.N.—

* Ecuador, SP3 and SP6, overprinted POSTAL. Just issued, BOTH for.....4c

—A.C.R.S.N.—



Canada air cover—These are all on those attractive checkered air envelopes and have an official cachet of the pictorial type up to Canada's well-known artistic standard for cachets like the cut above. These are St. John, Montreal, Moncton, Quebec, etc., all properly b.s. and there are 12 covers in the set and our price is.....\$1.20





BOGUS - - - - AND - - - - BOGUSER

WANT LIST - Walter R. Hees:

With all the mention of the bogus Canadian Airways, Ltd stamp Walter Hees discovered that he does not have a copy. He would like very much to buy one. Anyone with a spare they'd like to sell can contact him directly at 7118 Cathedral Drive, Bloomfield Hills, Michigan 48301-3730 USA.

THE AIR MAIL STUDY GROUP is sponsored by the BRITISH NORTH AMERICA PHILATELIC SOCIETY. The Study Group Newsletter is published three times a year. (April, August, December). Membership dues \$5.00 (US) or \$7.00 (CDN) and are payable to the Treasurer or BNAPS Study Group.

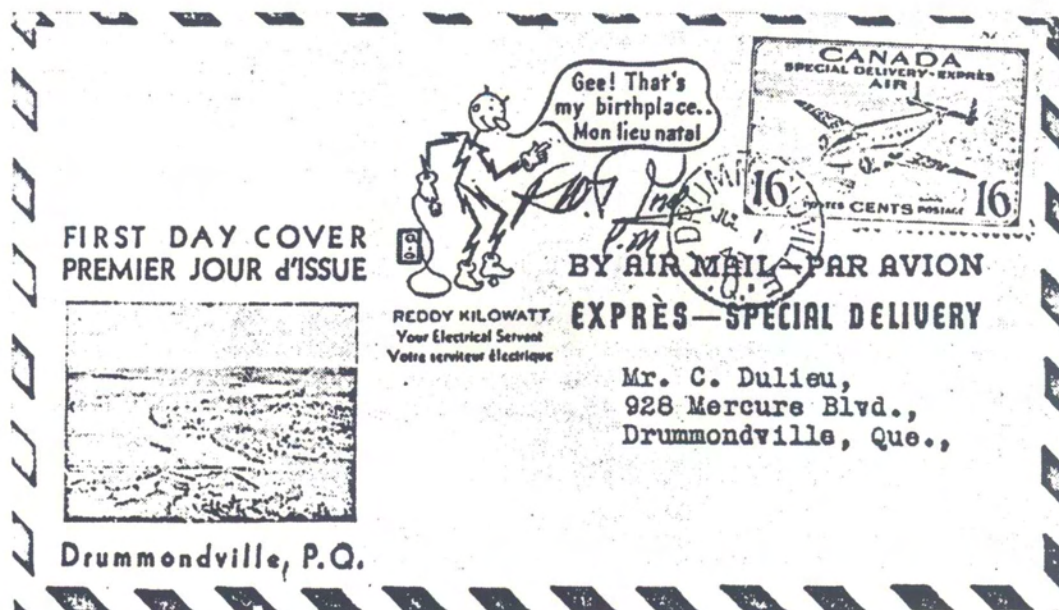


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First Special Delivery Airmail

By EDWIN J. CAMPBELL, RPSC 6960



The design of the 16¢ Special Delivery Airmail described in Scott's catalogue as CE1, shows an airplane over a "City in Quebec". The aerial photo is that of the power house at Lord's Falls on the St. Francis River at Drummondville, P.Q.

On July 1, 1942, when the stamps were first issued, the Southern Canada Power, who operated the Power House, had special covers prepared for the occasion and approximately 1500 of these covers with various denominations of the War Issue and the current 10¢ Special Delivery were hand stamped at the Drummondville Post Office.

In addition, the Post Master was requested by the Southern Canada Power Co. to specially cancel six covers with CE1, which he was to sign and which were addressed to the following:

King George VI
President Roosevelt
Prime Minister of Canada
Premier of Quebec
Post Master General
President of Southern Canada
Power Co.
and—

Mr. C. Dulieu.

Mr. C. Dulieu, a philatelist of Drummondville, was requested by the Post Master to assist him in getting these covers out and he hand-stamped all of the First Day covers himself. For his co-operation the Post Master signed one cover for Mr. Dulieu (see Photo).

According to Mr. Dulieu, there had been no advance notice made of this issue by the Post Office Dept. and many collectors were disappointed in not being able to take advantage of the First Day issue from Drummondville, Que.

This information could be of great interest to any collector who may happen to have one of these First Day covers in their collection.

PATRONIZE
OUR
ADVERTISERS
(and say you saw it in CP)

The Genesis Of A Postage Stamp

THE WAR ISSUE AIR MAIL
by

Edward S. Mercantini, M.D.,
RPSC 8167



Fig. 1

Have you ever wondered where the designer gets his ideas for a postage stamp? This is the story of at least how one design came into being. One day in March of this year, I was discussing stamps with a colleague over a cup of coffee in a restaurant near the hospital of which I am a staff member. The proprietor, Mr. Phillip Massad, overhearing philately being bantered about, came over to our table and joined in the conversation. He mentioned that in 1942 a stamp had been issued on which "he had appeared", and this story as I am now telling it, thus unfolded itself.

Mr. Massad in the Spring of 1941 was an air-frame flight engineer in the R.C.A.F. with the rank of corporal. He was stationed at No. 2 Advanced Flight Training School, part of the British Commonwealth Air Training Plan, at Uplands, Ontario. The Royal Canadian Air Force administered this plan in Canada. Under the plan, men from different parts of the Commonwealth were trained in schools established across Canada. It was announced early in the war that Canada would be called upon to provide trained men for over-

seas service. Equipment was expanded rapidly to provide training facilities. Agreement of the four governments concerned, on the principle of the British Commonwealth Air Training Plan, was announced on the 10th October, 1939, and by early November, representatives of the United Kingdom, Australia, and New Zealand had arrived in Ottawa to work out the details of the plan with the Canadian government. A joint agreement for the large-scale training of air crews was signed on the 17th December, 1939; under this agreement the Commonwealth partners were to share pro-rata in the training program.

One bright sunny day in the Spring of 1941, Nicholas Morant, a photographer from the National Film Board, arrived at Uplands station to take photographs for the future publicity to come from the Department of Public Information concerning the arrival of the Lockheed Hudson aircraft which was carrying the "flaming torch", a symbol of the first Victory Loan of the war. From these photographs, the design for Canada's War Issue Air Mail stamps (Scott C7 / C8; Gibbons 397 / 398)

were developed. Figure 1 shows a block of the stamps, in this case Scott C7. On July 1st, 1942, the 6c value (Scott C7) was first issued and on April 1, 1943 when the air rate was boosted to 7c, the same design was used and issued with the 7c valuation (Scott # C8). Figure 2, 3 and 4 show the photographs taken at the air station from which a composite was made as the design for the stamp. We see in Fig. 2 the two men standing in the foreground, who appear on the stamp. The shorter gentleman is Mr. Massad and the other is Corporal Corbin of Windsor, Ontario, an aero-engine flight engineer. Mr. Massad informed me that as no actual pilots were available for the photo in question at the time the photographer arrived, Corporals Massad and Corbin, both ground-crew, were recruited and outfitted as pilots (helmets, parachutes, etc.) and the photograph taken. The aeroplane in Fig. 2, in the foreground, is the Lockheed Hudson which carried

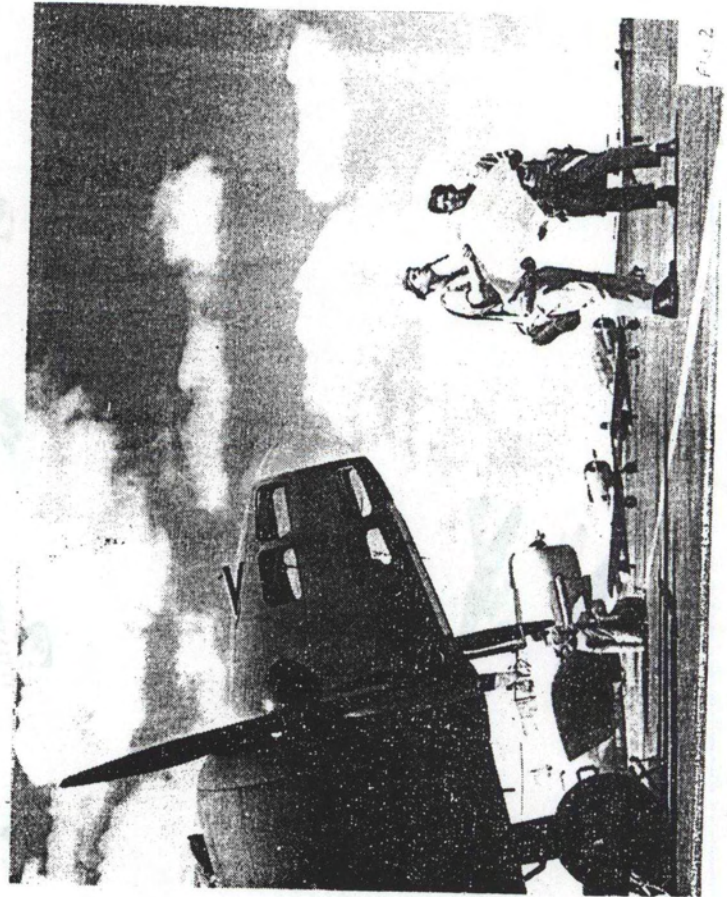


Fig. 2

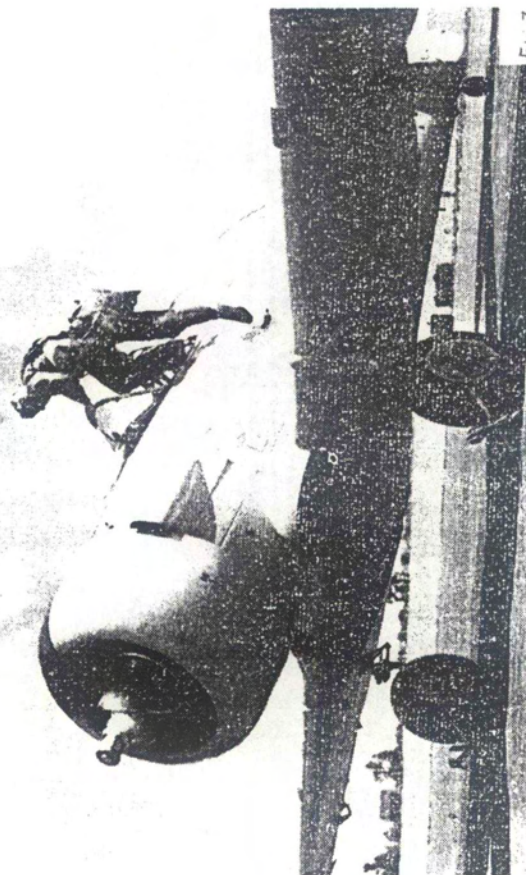


Fig. 3



Fig. 4

the "flaming torch". However it was not used on the stamp, but the planes in the background were adopted as part of the stamp design. Fig. 3 shows a pilot (Flight - lieutenant instructor George Sprague of Ottawa) climbing aboard an R.C.A.F. North American Harvard Trainer. This scene, along with the beautiful cloud formation in the sky, was incorporated into the stamp

design. From Fig. 4, the three aircraft flying overhead were used on the stamp as part of the design. Figure 5 shows the designer at work using all the photos as a basis for his work, the ultimate stamp as we know it. The actual engraving of the die was done in New York and the Canadian Bank Note Company manufactured the stamps. Plates 1 and 2 of 200 subjects each arranged

in upper and lower right and left panes, or Post Office sheets of 50 subjects each, were produced. There were 14,990,000 stamps issued of the 6¢ value and 97,793,352 issued of the 7¢ value.

Incidentally, Mr. Massad is a stamp-collector himself, and after this particular stamp was issued, he purchased several sheets. However he gave away numerous singles and blocks to people to whom he would tell the "story about the stamp", and the day he told it to me, he mentioned that he himself was missing this particular issue in his collection! (Photo credits: National Film Board).

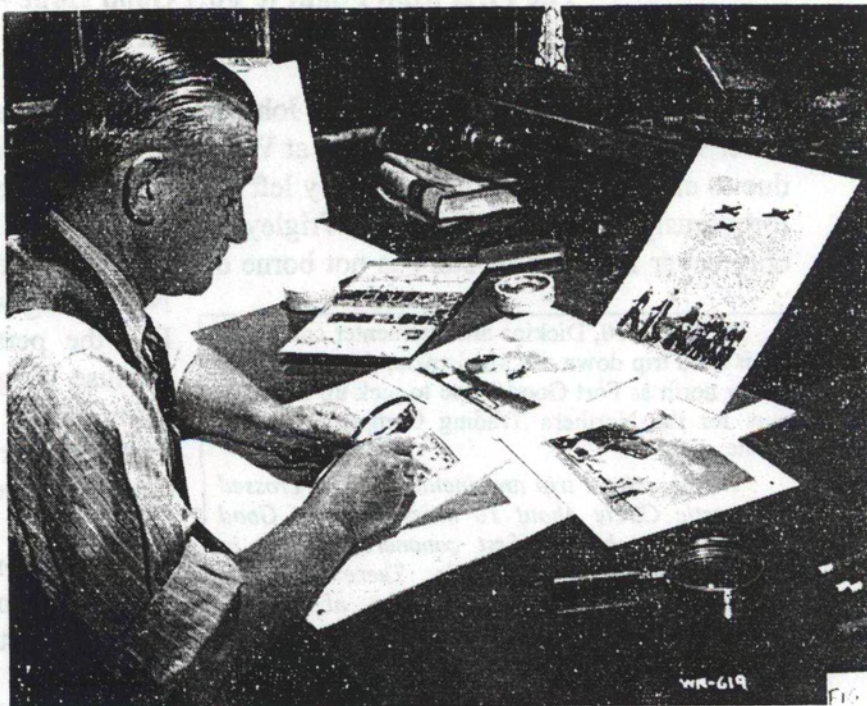


Fig. 5

AMERICAN AIR MAIL CATALOG CROSS-REFERENCE:

I think we will all agree that we need some help in getting our collections into agreement with the New AAMC "AIR MAILS OF CAN & NFLD"

SUPPLEMENTS TO THE AIR MAILS OF CANADA AND NEWFOUNDLAND.

Beginning in December 1998, the Canadian Aerophilatelic Society will be publishing a series of supplements to this catalogue, as part of its quarterly newsletter The Canadian Aerophilatelist. The initial plan is to publish four supplements as follows, which mainly relate to Section 5 - Government & Other Airmail Covers of Canada 1926-1997:

- December 1998 A Cross Reference Index from the Catalogue numbers in AMCN section 5, to numbers in the American Air Mail Catalogue. (This will complement the existing Cross Reference Index, section 28, as it "goes the other way".)
- March 1999 "Early" additions and changes to Section 5: approximately 1926 to 1964.
- June 1999 "Later" additions and changes to Section 5: approximately 1964 to 1998, and to Section 11 Canadian Air Mail and Aviation Anniversary Covers.
- September 1999 Detailed maps to locate the start and finish of flights.

Membership in The Canadian Aerophilatelic Society costs \$15.00 Canadian in Canada and the U.S.A., \$20 Canadian for members overseas. - Membership is open to all: just mail your dues to the secretary (Ron Miyanishi, 124 Gamble Ave., Toronto, Ontario, Canada M4J 2P3) and let him know if you'd like your newsletter subscription to start with the December 1998 issue.

Individual copies of the catalogue supplements will be available for \$2 Canadian to Canadian addresses; \$2 U.S. to American addresses; \$3 Canadian/\$2 U.S. to overseas addresses. Supplements can be ordered from Chris Hargreaves, 4060 Bath Road, Kingston, Ontario, Canada K7M 4Y4: payment can be made by cheque, bank notes, or mint postage stamps.

The First Mail Flight to Fort Good Hope – A Revised Version

By Derek Rance

At the 1996 BNAPS meeting, in St. Johns Newfoundland, a March 1929 Wrigley to Edmonton cover was shown with the story that at Wrigley, "Punch" Dickins in his haste to get to his plane, due to closing weather, inadvertently left the mail bag at the post. However, it was claimed that fortuitously Dickins had put the Wrigley factor's personal letter in his pocket, so this was the only cover flown. This story is not borne out from the postmarks on the other Wrigley covers.

On March 10, Dickins and Parmenter completed their third trip down the Mackenzie, this time going as far north as Fort Good Hope to pick up a load of furs for the Northern Trading Company. Dickins wrote:

"It was quite a trip and incidentally we crossed the Arctic Circle about 10 miles north of Good Hope just to be the first commercial flight in Canada to cross the Circle. There were no outstanding difficulties except the abominable weather and the poor landing places on the river below Simpson. At Norman there is a mountain that stands at the head of the Bear River and the wind currents coming around that rock are scandalous. The river is nothing but a jumble of ice and snow and there is a lake back of the Fort about three miles but it is so drifted I did not want to take a chance on it. The only other place would be behind an island about six miles above the Fort so it does not look like a good winter harbour and pretty hopeless as a summer one."

No landing was made, however, at Fort Norman. Did the person who originally told the story confuse Wrigley with Fort Norman? This extract from Ken Molson's book "Pioneering in Canadian Air Transport" tells why a landing was not made here.

Fort Simpson is a new AAMC listing for this flight. Previously, it was not listed, as the first mail flight to Fort Simpson had occurred on January 26, 1929. Strangely, this new Fort Simpson listing shows a date for the outbound flight covers that does not match with the recorded history of the flight. As well the catalogue's date of the Fort Simpson to Fort McMurray covers predates the other H.B.C. post locations, even though Fort Simpson was the flight's most southern terminus point.

The new catalogue listing claims the Edmonton to Fort Simpson postmark date is March 2nd 1929, which is a Saturday. The Edmonton Journal of March 4, 1929 carried a report stating that "Punch" Dickins was now storm-bound at Fort Simpson, and also stated that he *reached Simpson on Sunday*, which would have been March 3rd. On Wednesday, March 6th, the Edmonton Journal published the following news article.

First Air Mail For Arctic Rim Leaves Simpson

"Punch" Dickins and One Passenger, Hopped Off on Tuesday

Carrying 950 pounds of mail for posts on the rim of the Arctic circle C.H. "Punch" Dickins took off from Fort Simpson in his Western Canada Airways Fokker at 1:45 p.m. Tuesday, according to a radiogram received at the offices of the Athabaska-Mackenzie district of the Hudson's Bay company fur trade.

A H.B.C clerk, Andrew Reid is a passenger, going on to Fort Wrigley, 152 miles north of Simpson.

Owing to the heavy load being carried by the aeroplane, "Punch", found it necessary to leave Mechanic Parmenter at Simpson.

Fort Good Hope, 477 miles north of Simpson, is to be the northern terminus of the flight it was stated by Louis Romanet general manager of the Athabaska-Mackenzie districts.

Night comes earlier in the northland just now, than it does down here, and it is thought that "Punch" stopped at Fort Wrigley for the night, so that he will have a good light to land at Norman.

Nothing will be known of the aeroplane's progress until it gets back to Fort Simpson, as there are no wireless stations at the points which "Punch" will visit.

This is the first time that mail is being taken by air on a regular government contract to these points.

Not only is the catalogued arrival date of the Fort Simpson covers at odds with the newspaper account of this flight, but a later description of the flight that was published in The Edmonton Journal on Saturday March 9, 1929 also conflicts with the dates catalogued for the other flight covers. It should be noted that the above extract from Ken Molson's book is also wrongly dated.

EDMONTON JOURNAL SATURDAY, MARCH 9, 1929

Edmonton Aviator, Fights Way Through Arctic Gales; Reached City Friday Night

**Bitter Cold, Howling Winds, Rough Landing Were All
Dared by "Punch" Dickins in Long Flight
to Fort Good Hope**

Battering his way through gales howling down from the top of the world, landing in semi-darkness on the rough MacKenzie river ice, where aeroplanes had never been before; escaping scathless from the many mischances of northern air and winter travel, "Punch" Dickins might have met disaster at the Edmonton airfield on Friday evening, at the end of a historic 1,800 miles flight from Fort Good Hope, on the rim of the Arctic.

The Western Canada Airways super-universal Fokker was equipped with skis and there was scarcely any snow on the field here. For a moment it looked as though the monoplane was to plough its nose into the earth, but "Punch" skillfully swung the aircraft over onto the stubble, and saved the day.

"Thank God for that stubble!" Punch remarked as he stepped out of the aeroplane in front of the hanger. "I don't think that old bus would have slid very well on that bare ground on skis."

Picked up Trappers

Apart from that admission "Punch" had little to say. He was accompanied by his mechanic, L. Parmenter and A.W. Lundy, W.C.A. agent at Fort McMurray. At Fort Chipewyan, on the way south of his northern terminus at Fort Good Hope, Punch picked up three trappers from the west end of Lake Athabaska, who had mushed to the post to meet the aeroplane and come on down south with it. They were Oscar Johnson of Fond du Lac; R. W. Bryenton, and A. D. Dickson of Stony Rapids.

On the most northerly and most dangerous lap of his journey, from Fort Simpson to Fort Good Hope on

the Arctic circle, and 477 miles north of Simpson, "Punch" was carrying a load of 950 pounds of mail and a passenger, so that he had to leave the mechanic, owing the fact that the machine was loaded to capacity. Besides the mail and the two men, it had to carry enough gas for the round trip of 1,000 miles. There are no refilling stations for aeroplanes up that way. This meant that "Punch" had to service the aeroplane himself in 64 below zero weather. Citizens who have never seen an aeroplane being brought back to life after standing all night in 64 below, haven't the faintest idea of what this means.

Every inch of the exposed surface of the engine must be gone over with a gasoline blowtorch for more than two hours before, the engine is merely to give any signs of life. All the oil must have been drained from the machine, the night before, kept liquid in some cabin, and then poured back into the machine in the morning.

Yes it is a tough job servicing a modern passenger plane alone, but "Punch" did it.

Correcting a mistaken impression, which was published by the press with regard to the mail going to Fort Good Hope and intermediate points. "Punch" explained that this mail had not gone north on government contract but through the courtesy of the Northern Traders. The aeroplane was chartered by the Northern Traders to go up to Fort Good Hope to bring back a valuable consignment of fur, and the Northern Traders knowing how the north wants its all too infrequent mails, asked "Punch" to take the mail up with him as the machine was on charter.

Up on the river bank at Fort Good Hope, it was 64 below, but "Punch" thinks that it was 70 below, 200 feet down on the ice where the aeroplane was standing. There was great excitement when the aeroplane landed at Fort Good Hope with the few whites and Indians running out on the river, cheering wildly.

Fort Good Hope is just 10 miles south of the Arctic Circle and after "Punch" had taken his furs on board the aeroplane, and bade farewell to the traders from the various posts and the people from the mission, he lifted the aeroplane into the air in the forenoon on Thursday and headed north.

No, that isn't a mistake; he headed his aeroplane north so that he could say he had crossed the Arctic circle.

The aeroplane covered the 477 miles to Fort Simpson in four hours: picked up the mechanic and more mail, and headed south again at 4 p.m. At 6 p.m., in the darkness "Punch" brought the machine down again at Hay River post, where he spent the night.

Taking off from Hay River at 9 a.m., Friday. "Punch" found time to make stops at all of the important posts between there and Fitzgerald, where the machine took on fuel, and "Punch" and Parmenter had dinner, pushed on to McMurray, and reached Edmonton at 6:15 p.m.

During the two days of his southward trip to the city. Punch covered about 1,400 miles, an average of about 700 miles per day.

The super-universal has an engine twice as powerful as the Commercial Airways Lockheed-Vega, but it is much faster, airmen say.

"Punch" plans to leave for the north again on Monday

On Monday March 11 the Edmonton Journal, under the headline "Punch Dickins Goes North Again", made two correction to the previous news stories reproduced above. These were:

- that *no passengers were carried north*; and
- that *L. Parmenter made the complete round trip and was not left at Fort Simpson on the north trip, as a report which reached the city indicated.*

Also the article stated that the mail had been delivered *last Wednesday (March 6th)*

The conclusions that can be reached from the various accounts above are:

- As the flight was a charter and not an official mail flight, most of the mail would not have carried postage stamps. The only stamped mail ("officially authorized") would have been philatelic in order to receive dated postal cancellations.
- As the plane left Fort Simpson at 1.45 p.m., it is quite likely that the plane stayed overnight at Wrigley. Otherwise the time required to land and discharging loads at the en-route H.B.C. posts would have prevented them from reaching Fort Good Hope, and its unknown landing site, until well after nightfall. The Edmonton to Wrigley covers are backstamped March 5, 1929 which attest to their Tuesday arrival.
- The landing at Fort Good Hope was made on March 6 and covers from Edmonton are backstamped with this date. Fort Norman would not have been landed at, but it is possible that a mailbag was air-dropped here as these covers are also backstamped March 6, not March 8 as the catalogue claims. Parcels destined to Fort Norman were probably flown on to Fort Good Hope for later delivery to by dogsled.
- No landings were made to pick-up the southbound mail. All southbound mail (with the exception of Fort Norman) was processed and put on the plane and flown at first to Fort Good Hope, at the same time the northbound mail was delivered. The date stamp on all this southbound mail is March 6, 1929. (the date that the aeroplane left Wrigley) Even the outbound covers from Fort Norman, are stamped with this date despite no landing was made here. (These covers were later taken south by dogsled).
- The return flight from Fort Good Hope was on March 7, 1929. This flight flew directly from Fort Good Hope to Fort Simpson, and then on to Hay River
- According to the above news articles, mail was definitely flown in and out of Fort Simpson, so the March 7 catalogue date for the Fort Simpson to Fort McMurray is correct. However, if Fort Simpson is to be included in the AAMC listing then so should Hay River and Forts Resolution, Smith, Fitzgerald and Chipewyan. It is doubtful if any covers that were addressed to these H.B.C. trading posts south of Fort Simpson exist today, as this mail in all likelihood would not have been stamped.

Finally there is no evidence of any mislaid mail, so the story of the single existing flight cover from Wrigley is not supportable. Even if the story was transferred to being that of Fort Norman, "Punch" Dickins' own version of events makes it quite clear that Fort Norman was not landed at on this particular flight.