



BNAPS
AIR MAIL
STUDY
GROUP

VOLUME 7 - NUMBER 2

AUGUST 1999

CHAIRMAN'S COMMENT:

The time is fast approaching for our 1999 meeting at Vernon, B.C. In case you haven't made a note of it the dates are September 16, 17, and 18, 1999. We will meet and stay at the Best Western Vernon Lodge that extends us an \$89.00 per night rate. Come early or stay late and the rate holds. If you have delayed making your reservation the phone is 1-800-663-4422.

If you are going to fly you can arrange flights from Vancouver, Calgary or Seattle on Canadian Airlines, Air Canada, or Horizon. Westjet also serves Kelowna International Airport.

If you have any special problems you can call Bob Lee.

On a sad note I must report that Bas has informed me that Gordon Waldie has recently died. No further information is known and even the other members in Toronto did not have anything to add. Gordon has been a long time collector of Canadian Air Mails and his correspondence with Aerofield, Air Post Journal and APS has been published all through the years.

BNAPLEX '99:

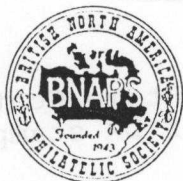
The Air Mail Study Group will hold its annual meeting at Vernon and will then have the pleasure of a lecture on "Yukon Airways" by Bill Topping. He may even have a couple of copies of his book on the subject in case you need one.

Additional support for Air Mail will be provided by Trelle Morrow. He has volunteered to provide a one frame exhibit that was offered to all Study Groups. His topic will be WESTERN CANADA AIRWAYS.

Since there will be a host of knowledgeable Air Mail collectors on hand, don't forget to bring your tough questions. I'll try to save a little time for round table discussion.

Good Collecting, *Ed Christman*

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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BRITISH COLUMBIA AIRWAYS, LTD.

This company issued only one stamp, August 3, 1928. It was blue and white in various shades of blue, probably caused by reinking. Printed in sheets of 220 that were cut into panes of 55, 5 across by 11 deep.

There is a variety that most catalogs mention - "White Dot". The problem is that not all agree on which white dot.

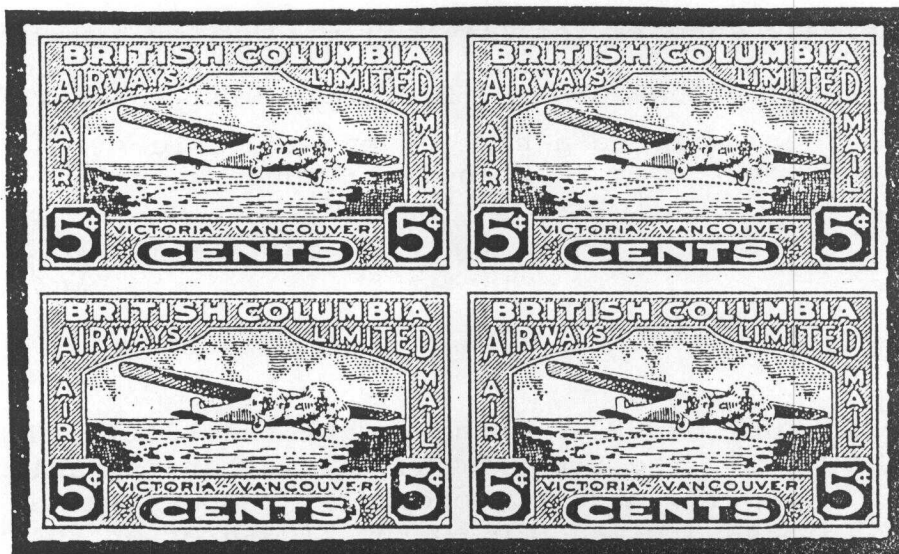
UNITRADE (SCOTT)		1982 DAMES	1995 DAMES	SANABRIA 1995
CL 44	5¢ Ultramarine	34	SO 35	S38
CL 44a	"White Dot" var. at left below "R" of AIR			
	"White Dot" var. over tail of 5 in left numeral panel. Stamp 4 in 1sr row of upper left pane	34a	SO 35a	S38a

In addition to the listings above I can add the 1985 Report of a BNAPS Study Group on Canadian Semi-Official Air mails. They definitely show the "White Dot" as the one in the numeral panel.

In BNA Topics for September/October 1976 an article by H.L. Banner and Trelle Morrow also placed the white dot on the 4th stamp in the top row of the upper left pane of 55 on a sheet of 220.

A suggestion has been made to indicate that Bob Jamieson was instrumental in getting the UNITRADE listing. Do you suppose he also wanted to eliminate the other, more widely accepted variety ?

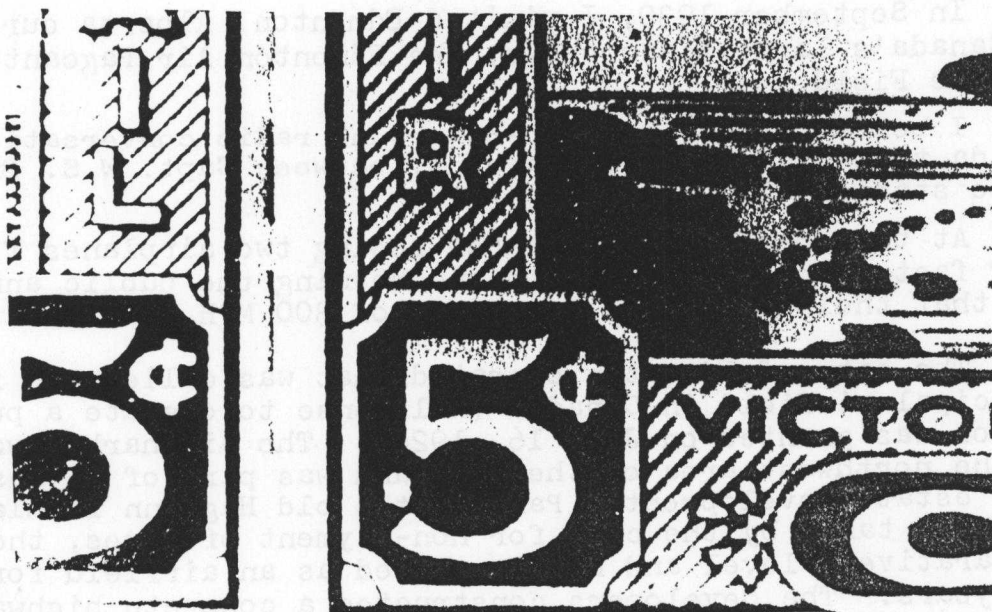
Is this something that we should discuss with UNITRADE ? How ?



CL 44a "White Dot" variety as offered by Saskatoon Stamp Centre some time ago. White dot below "R" of AIR at Left of LR stamp.

Since the sheet of 220 stamps was cut into 4 panes of 55 each there is a good chance that the dots will not always appear in the same location on the pane. On a pane that I have a picture of the white dot occurs in stamps #23 and @30. Same faint white dot.

The real questions arise when you view the white dot shown below. It came from Trelle Morrow and he says it occurs on stamp # 4 of the upper left pane. It does not show up on the pane I have a picture of, and therefore it is not a UL pane.



This whole matter begs an answer and I ask each of you with a complete sheet to let me know what you can find, and have found in the past about this stamp.

A FIRST HAND REPORT:

Bob Marcello has been kind enough to share a rare experience he had with an old timer, as far as Canadian Aviation is concerned, and an ever interested stamp collector, Haughton Sanguinetti.

Preface

Haughton Sanguinetti, a longtime air mail enthusiast and founding member of the Semi-Official Air Mail Study Group, died on April 4, 1996. He was nearly 90 years old.

In January 1994, he gave me his recollections of the early days of flying in Canada during the 1930s. His comments may possibly be one of the last first-person accounts from someone who was "on the scene" some 70 years ago.

"Recollections of Early Flying"

by Haughton E. Sanguinetti,
as told to Bob Marcello, January 1994

In September 1930, I visited Edmonton, Alberta during one of Canada's largest air shows, the Edmonton Air Pageant at Jubilee Field.

I believe the first air-to-ground radio conversation in Canada took place at this pageant, between Capt. W.S. Brock and radio station CICA.

At this pageant, I remember seeing two airplanes flying very fast across the airfield and hearing the public announcer say that their speed was in excess of 300 MPH.

The city of Edmonton operated what was called the first municipal airfield in Canada. (A license to operate a public air harbor was granted on June 16, 1926.) The air harbor was located at the northwest area of the city and was part of an unsuccessful real estate development. Part of the old Hagmann farmland that had been taken by the city for non-payment of taxes, the area was comparatively level and had been used as an airfield for over six years. The developers constructed a concrete highway, two miles long and 100 feet wide, leading into the city from the subdivision. It was called Portage Avenue. At the time, not even a building had been erected on the flat meadow land. The airfield was later christened Blatchford Field, named after the former mayor of Edmonton.

At this time, Edmonton was starting to call itself "the Gateway to Canada's Northern Empire." A newly-discovered mineral field yielded commercial quantities of silver and evidence of radium and uranium above Alberta's northern boundary.

My cousin, Susan Reid, widow of pilot "Doc" Reid, of the Ontario Provincial Air Service, told me that all of the early bush pilots ran regular shopping services and most of them carried an "order book." The residents of remote villages near the mines always seemed to need items they could not get at the Hudson Bay store and it was these things they asked the pilots to get for them. They also had messages to be delivered; these the pilots would write down with orders. Since the pilots did not fly definite schedules, but only when they had passengers or some machinery going to a settlement, the housewives never knew when their orders would be filled. Susan said that the pilots made no charge for these requests and the only pay they received was for carrying the freight involved.

Nearly every pilot I talked with had a tale to tell about places where he had to spend a night when his airplane required repairs or because of bad weather. Most of their stories were similar.

In the winter, if an unscheduled stop was to be overnight, the airplane's engine was drained of its oil and the nose of the aircraft was shrouded in a protective wrap. The airplane's skis were cleared of ice, to prevent their freezing in the snow on the ground during the night. If the aircraft was carrying perishables they would be taken right into the bedroll.

Predawn hours were reserved for such needed chores as heating the engine with a blowtorch and toasting the oil over a nearby fire, and generally working about the aircraft.

The bush pilots told me that in the days before regular routes had been chosen, each trip to the barrens and wildernesses was a combination of explanatory routes and a search for a safe course. I was told that the pilot for that projected journey talked with others who had traveled in the vicinity of the new area to be visited and learned about safe harbors and where problems might be expected. They learned that every river and lake had good places that could be used to land an airplane and spend a night. These places were where fur traders gathered to sell their furs to the Hadson Bay company's agents or where a portage was required. Because an airplane needed more space to land and to depart from than a canoe, pilots would seek better places than the established stops used by boats.

Winters in the Arctic brought cold days and colder nights. The days were shortened so that at mid-winter twilight lasted for only a few hours at noon and that meant there was not much time to prepare for the night's lodging. It was expected that every person using the facility of a landing place would see that enough dry spruce logs and bark were left to start fires in the stoves, and such extras as pieces of rope and emergency rations were put in a secure container placed on a shelf or in a box on the floor of the shelter.

If an air traveler had time, such as when the plane needed major repairs, the pilot would take time to tramp out a runway about a quarter of a mile long and 50 feet wide the night before he left. It would be solid enough to hold an airplane when it was taking off. Before leaving, he would clean the snow and ice off the aircraft, heat the engines, and instruments that had been removed from the airplane, put in the oil and start the engines for a short time.

The pilots told me that to get started it was necessary to have the tail of the airplane off the ground. On occasion, after an emergency landing, the pilot would locate a tree near the take-off and attach a rope to the tail of the airplane and wrap the rope around the tree and tie a knot in the rope. Then, when the pilot was making his headstart, the airplane would leave and break the rope, freeing the aircraft. The broken rope would be left tied to the tree.

An important reason for not using a sedan airplane in the cold country was the problem of ice forming on the windshield, which made flying difficult. The airplanes were unheated, so those who were inside while it flew in cold weather had to dress warmly. "Punch" Dickins tested all sorts of winter clothing and reached the sensible conclusion that the only way to stay comfortable in an unheated airplane would be to have heat in the cabin.

A lot of money was spent on camera film during the search for uranium in the barrens beyond Alberta's northern border. Camera film was especially desirable in the Arctic. Around Great Bear Lake there was no sense in just looking for the metal or for pitchblende (a dark, lustrous mineral, the massive variety of uraninite); you could walk over an entire deposit without sensing any difference in the ground. So, if a prospector thought he had located a load of pitchblende he dropped a roll of unexposed camera film and left it there. About a week later he would return to pick up the roll of film to be developed. If there was nothing on the film--no streaks of light--it meant there was no pitchblende where the film was dropped; but streaks of light on the film meant that radioactivity was present at that area. I was told that radioactivity would go through the protective covering of the roll of film and take its own picture --the streaks of light on the film.

I asked "Punch" Dickins how much he would charge me for a round trip to fly from Edmonton to the newly-discovered mineral fields around Great Bear Lake. He said there were no regularly scheduled trips to that section of the territory, so it would be necessary to search for a place to spend a night and then the airplane would have to spend another night on the home trip. And, if I planned on staying in that area to talk with prospectors and miners, then he would have to figure on the second trip of the airplane but on that second trip there would be no need to search for a place to land as the site where he left me would be where he would pick me up. "Punch" said he would have to estimate the miles to be flown and also expenses incidental to the two round trips. In addition to the flying fee, he said he would have to include the cost of food for both the passenger and pilot; and also the weight allowance for what the passenger would be taking with him, and that meant not only the sleeping bag, but also food supplies that the passenger would need during his stay in the mining area.

The mining area was greater than the area of all Alberta. Stations where the various mines were located were not fully developed by Hudson Bay agents and traders. The fares charged for air travel were based on the weight of the passenger and to that was added the weight of the equipment and supplies he took with him. "Punch" said that a "ball park" figure for such a trip would be a minimum of \$2000 for a trip in 1939. The one-way trip from Edmonton to the Great Bear Lake mining area would take about two days.

"Punch" told me that on one of his flights after he had weighed a passenger there was a delay in getting the airplane ready for take-off. The passenger went to a restaurant and had lunch, so there was a new weighing made and the result was a pound extra weight to be paid.

Canadian Airways Bogus Stamps:

The greatest benefit to all of us in the Study Group is that we all bring a different talent to bear on our study of the stamps. John Wannerton has spent his life in and near the printing community and has written as follows about the bogus stamps in the April 99 issue.

"The two sheetlets of four are nice, but, the setting of each is very different. One would have thought a single plate for each colour would have been enough, and then just change the colour as needed. The stamp at the lower left is in a totally different position to its neighbours than is its counterpart on the other sheet."

"If you measure distances they are all over the place, the green is competing for space with the red border on the one sheet, and these two plates seem to be set differently. Measure the borderlines between stamps and you will see what I am getting at."

R.C.A.F. Franking Stamps:

John also picked up somewhere, a lot described as follows:

CANADA: 1942-44 Proof strikes of two different, franking stamps for the Royal Canadian Air Force in London, each on small piece and affixed to a portion of page 153 of an Official Ledger containing Specimens of certifying handstamps for Official Mail (1901-64) in G.B. and officially endorsed.

Here is the question - The 1942 stamp is quite well known, but you will have noted that the 1944 one has a "K and S" in the design. What does it mean ?

Please drop the editor a line if you can help on this one.

*Royal Canadian
Air Force*

153



L.P.R. 1076/1104 $\frac{4}{5}$
42

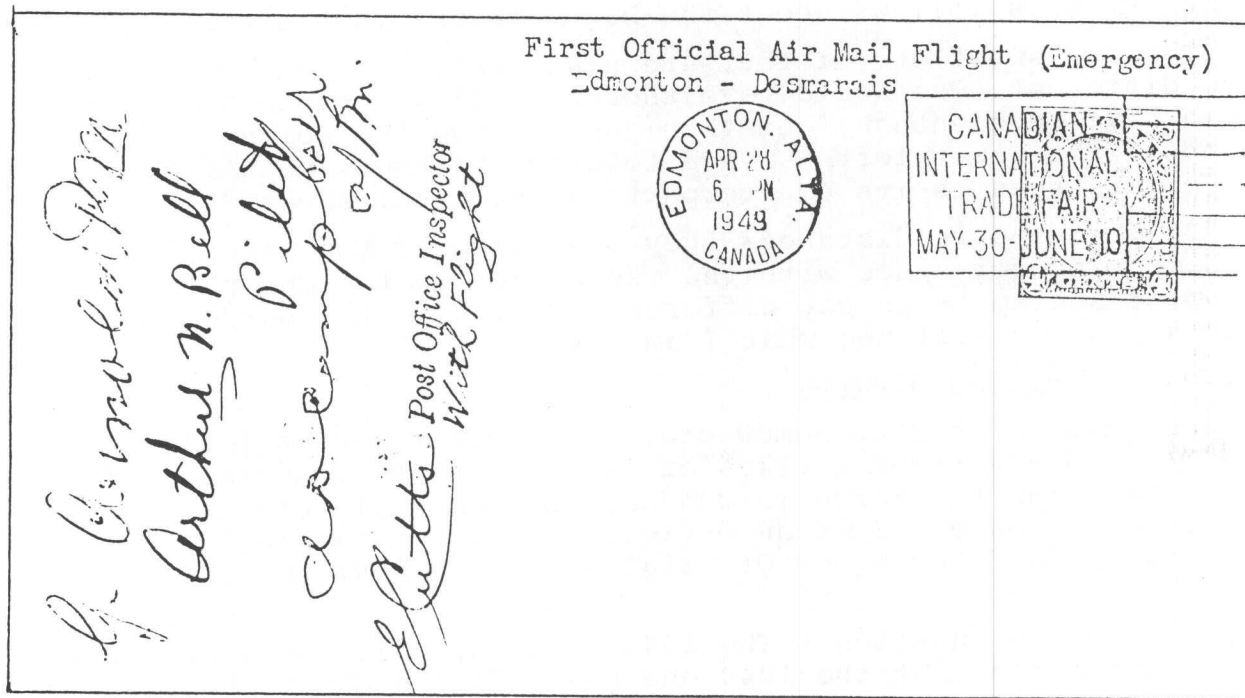


L.P.R. 1078/ 55-46
MH 1070 (R.C.A.F.)

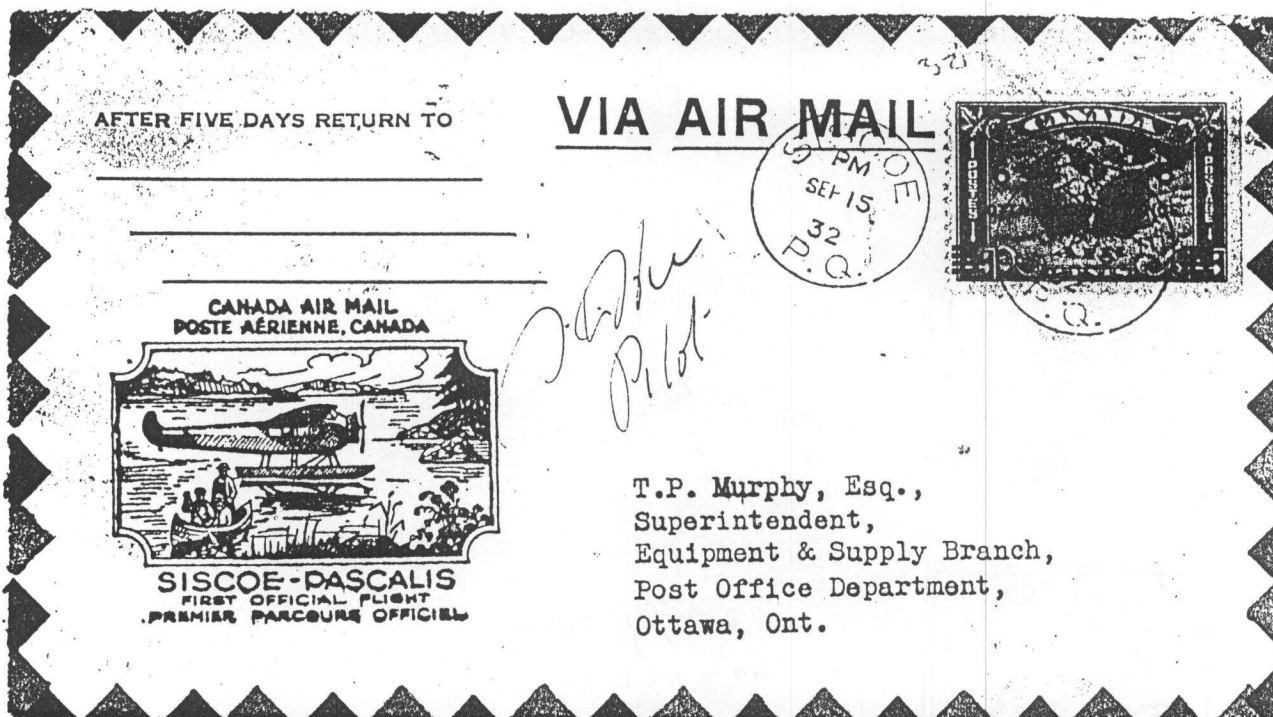
Entered 12.5.44.

Pilot signatures:

ARTHUR N. BELL: This cover is listed in the catalog as 4901 and does not show a price. I expect the pilot signature is not often seen.

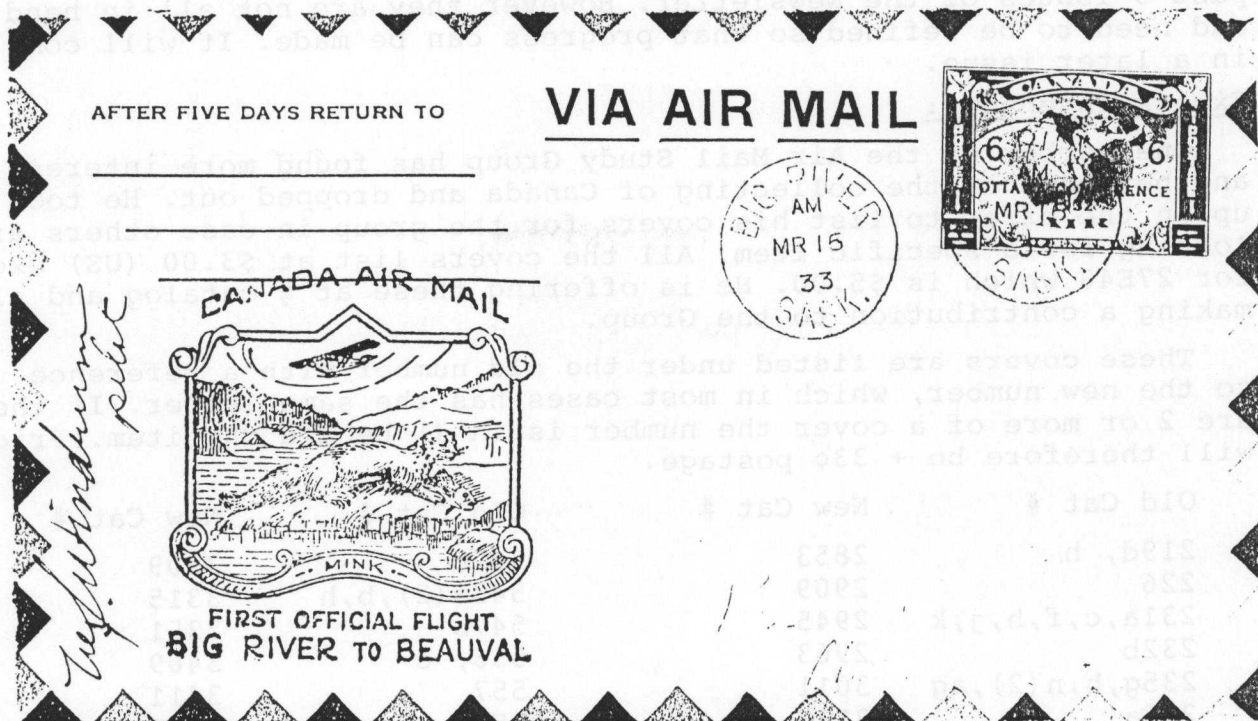


S.L. HILL: This cover is #3245 and a run of the mill \$3 cover.

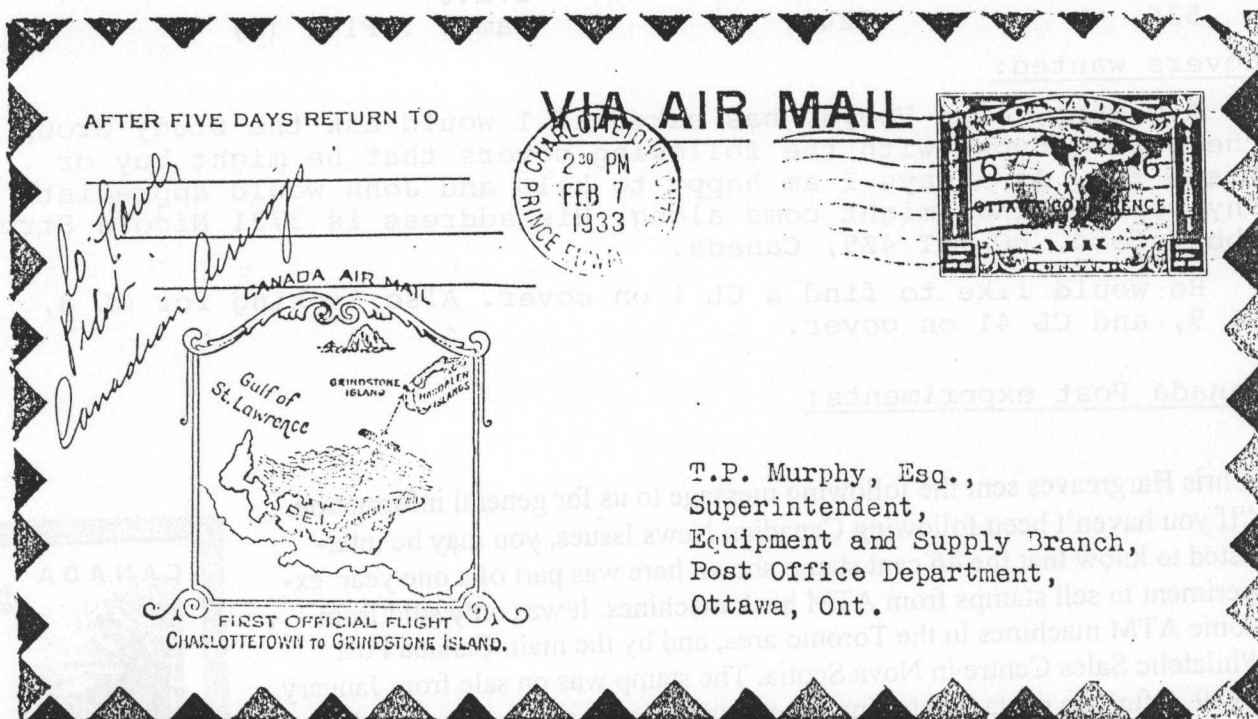


PILOT SIGNATURES CONT:

WILLIAM WINDRUM. THIS COVER IS #3315A.



WALTER W. FOWLER. This cover is #3305 and at the time Fowler was the Superintendent of Canadian Airways.



T.P. Murphy, Esq.,
Superintendent,
Equipment and Supply Branch,
Post Office Department,
Ottawa, Ont.

Patricia Airways & Exploration, LTD.:

There are corrections needed in the PA&E listings tried in the past 3 issues of the Newsletter. However they are not all in hand and need to be refined so that progress can be made. It will come in a later issue.

Excess Inventory:

One member of the Air Mail Study Group has found more interest in another part of the collecting of Canada and dropped out. He took me up on the offer to list his covers for the group in case others are looking for a specific item. All the covers list at \$3.00 (US) except for 27E40 which is \$5.00. He is offering these at ½ catalog and also making a contribution to the Group.

These covers are listed under the old number with a reference to the new number, which in most cases has the same letter. If there are 2 or more of a cover the number is in () behind the item. Price will therefore be + 33¢ postage.

Old Cat #	New Cat #	Old Cat #	New Cat #
219d, h	2853	542c	3309
226	2909	543a(2), b, h	3315
231a, c, f, h, j, k	2945	547b	3351
232b	2963	556, c	3409
235g, h, n(2), ag	3011	557	3411
248a	3137	559	3427
257	3231	562	3433
519o	2967	563	3435
528(3)	3061	570	3501
529, b, k	3103	571b(2), e	3503
530 (2)	3177	576a	3513
535(2), d	3215	27E40	
536	3245	Fam 1 : F1-1 (6)	

Covers wanted:

A member, John Vooy, has asked if I would ask the Study Group if there was anyone with the following covers that he might buy or trade for. As always I am happy to help and John would appreciate any replies that might come along. His address is 3721 Nicola Street Abbotsford, BC V2T 4Z9, Canada.

He would like to find a CL 1 on cover. Also looking for CL 8, CL 9, and CL 41 on cover.

Canada Post experiments:

Chris Hargreaves sent the following message to us for general information. "If you haven't been following Canadian News Issues, you may be interested to know that the 46 cent stamp shown here was part of a one year experiment to sell stamps from ATM bank machines. It was only sold from some ATM machines in the Toronto area, and by the main Canada Post Philatelic Sales Centre in Nova Scotia. The stamp was on sale from January 1999, (after the postage rates increased), until April, and is quite sought after by collectors who are following Canadian new issues".



P.S. Doug Lingard has told us that our meeting will be 10 to 11:30 on Friday morning. Look forward to seeing all of you there.