



BNAPS AIR MAIL STUDY GROUP

VOLUME 11 - NO. 3

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CHAIRMAN'S COMMENTS:

BNAPLEX 2003, held in London, Ontario was a smashing success from all points of view. The exhibition frames were set up in such a way that it was easy to move from one desired exhibit to another. The large number of dealers on hand made it possible for any collector to find at least something he needs. I, for one, bought more than I expected to find and there was more that I felt others needed more than I did.

The trips arranged for the ladies and those who could spare the time were very interesting,

Of course the annual meeting of the Air Mail Study Group was a real highlight. Bas' list in no apparent order was as follows for the attendees:

Dick McIntosh, Vic Willson, George Dresser, Chris Hargreaves, John Wynns, Brian Wolfenden, Walter Hees, Bas Burrell, and a guest Bill Radcliff.

We were treated to a talk by Vic Willson on "Canadian Airmail To The Caribbean, Central and South America, 1927-1939". Vic laid out the routes established and the dates there of. What Vic did was give us a half hour discussion of his one frame exhibit that would be overlooked by a casual observer. As Air Mail interested viewers we would have puzzled a bit, but his clear outline of the problems of the period, and the problems with planes that had limited ranges made the whole affair come alive. Thank you Vic for bringing us this close up view and the illustrations of the covers that prove your theory.

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) Annual membership dues are \$5.00 (US) or \$7.00 (CDN) and are payable to the treasurer or BNAPS STUDY GROUP.



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SECRETARY'S COMMENTS:

George Dresser has covered our meeting very well. I would like to add that the Hotel was comfortable and the meeting took place in the Hilton's Grand Ballroom. Lighting was a bit of a problem for some of the dealers, but it was better than some of the venues we have had.

John Wynns brought to the meeting a nine page article from the October 2000 MAPLE LEAVES entitled "The Unsuccessful London to London Flight of 1927". It was written by Gordon McDonald and John tracked him down at the meeting. The article was largely based on material found in the Art Carty Papers at the University of Western Ontario, London and first appeared in *The Canadian Aerophilatelist* of September 1999.

I mention all this because John had some extra copies and if you did not get *The Canadian Aerophilatelist* for 1999, Sept. and want a copy let me know when you send in your money for next year and I will get it to you with April, or before.

No one seemed interested in the suggestion about Air Mails with "Official" perfs or overprints so I still have the prize. I did make a write up on the 4 and 5 hole perfs. Copy available if interested.

WESTERN CANADA AIRWAYS:

Following up the item on the CL-40 undercarriage touching the sun (August Newsletter page 24), the variety results from a misregistration between the red and the black printing. The undercarriage touching the sun is thus always accompanied by the variety "red bellied plane". The misregistration occurred in other directions, so there are "red topped planes" with the undercarriage higher than normal, and varieties where the plane is shifted left leaving a white patch behind the trailing edge of the wing. I haven't come across one where the plane is shifted right, but have half a dozen major and minor shifts in the other three directions. The most spectacular is in a block of four with three extra vertical rows of perforations (a nice variety in itself) in which the undercarriage cuts right through the middle of the sun.

CL-41, the Western Canada Airways jubilee issue, also has misregistrations between the black and the orange printings but the shift doesn't produce anything but a misregistration and there are no interesting results like the plane skis going through the sun.

- Mike Painter

CANADIAN AIRWAYS,LTD:

I have it on good authority that Rex Terpening has finally completed his book on his experiences as a flight engineer with this company in the 1930's. Rex worked out of Fort McMurray and flew with the planes up into the Arctic Circle. You can imagine the thrills he must have encountered. I do not have ordering and price information just yet, but will include it with the year-end report. The title is "Bent Props and Blow Rpts". It is being published by Harbour Publishing Company,Ltd. And is ISBN 1-55017-287-5. This is all the information I have just now. More to follow as I really want to complete my understanding of the whole era.

A new book has been published by one of our members and the particulars are detailed hereafter for your use in evaluating and ordering this book on a most interesting phase of philately.

WORLD WAR II MAIL FROM SWITZERLAND TO GREAT BRITAIN, CANADA & THE UNITED STATES, A postal history handbook: Charles J LaBlonde, published (2003) by the American Helvetia Philatelic Society, ISBN 0-9742619-0-4. 221pp, 28x22cm, over 200 b/w illus, sb, comb-bound. Post-paid prices US\$25 in USA and Canada, £20, €30 or CHF45 overseas, available from the author at: 15091 Ridgefield Lane, Colorado Springs, CO 80921-3554, USA.

This study of wartime mails has arisen from a series of articles published by the Civil Censorship Study Group in its *Bulletin* between 1999 and 2002. With further research and feedback from collectors interested in the censorship aspects, airmails, and Swiss specialists, the author has been able to amend where occasionally necessary and add to the story as originally presented.

Following an introduction and a page of postal rates the 1939-1945 period is divided into fourteen chapters. The immediate pre-war scene is set by the first chapter, then September to December 1939, followed by twelve six-month slices of time, ending at December 1945. This chronological treatment is followed by five appendices covering; two specific war-time correspondences, one additional route, mail from USA to Switzerland, and lastly an unresolved manuscript mark found on mail entering USA. A three-page bibliography concludes the study. Throughout the book covers are shown, usually grouped at the end of each chapter, to illustrate the routes, rates, censorship, etc, as discussed in the preceding section.

Each chapter explains the war situation (briefly), to put the three main topics into perspective, then surface mail, airmail and censorship. It should be noted that the minutiae of censorship are not covered by this work; readers are referred to other authors for such aspects. Mr LaBlonde covers censorship to the extent that it governed routes and timings of the mail and he does illustrate some typical markings and labels. To begin with Switzerland had little difficulty in re-establishing postal connections that were briefly disrupted in September 1939, but in 1940 some routes were closed as the war spread. When Switzerland was completely surrounded by the Axis, in late 1942, the mail was again stopped for a while. However the Swiss were nothing if not resourceful, and this book tells how they overcame such obstacles, throughout the war, and occasionally how they were able to prevent the belligerent powers from censoring their mail by adopting alternative routes.

The author is to be congratulated on the time and effort he has put into a very thorough study of a fascinating period of postal history. He is also commended for admitting to some gaps the story and inviting readers to assist by sharing their knowledge. There are a very few typos, which can be excused in a book put together at home rather than in a professional environment. The book does not have an index, but that shortcoming can be justified as the whole story is divided into six-month bites, and each chapter is laid out in the same order.

Review by GM

NOW AVAILABLE IN BOOK FORM

**“World War II Mail from Switzerland
to
Great Britain, Canada
& the United States**

A Postal History Handbook”

by

Charles J. LaBlonde

-Totally revised and updated from published articles

-Extensive archival material included

-Over 230 illustrations

-Five new appendices on interesting and related topics

-Expanded bibliography

-Separate postal rate overview and summary

-Spiral bound to lie flat

-Published by the American Helvetia Philatelic Society

**Order from the author at 15091 Ridgefield Lane, Colorado Springs, CO 80921-3554
USA**

**Price (US and Canada): US\$25.00 Postpaid (AHPS Members US\$20.00)
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Fort Vermilion Commemorative Flight

On January 2, 2004 a special flight will head north from Edmonton to Fort Vermilion via McLennan [Donnelly Crossing airstrip] and Peace River. Sponsored by the Western Chapter of the Canadian Aerophilatelic Society, the commemorative flight is being made to coincide with the 75th Anniversary of the famous Diphtheria Antitoxin Flight to Fort Vermilion made by Wop May and Vic Horner in 1929.

The flight will be one of the initial activities launching the yearlong festivities celebrating Edmonton's Centenary. Among those aboard the flight will be Wop's son Denny May, Vic's son Robert Horner and their spouses. The plane, a Pilatus PC-12, is being provided courtesy of the Royal Canadian Mounted Police [K Division, Air Section].

Ceremonies are planned for the City Centre Airport [formerly called Blatchford Field] on the morning of January 2 and also at McLennan and Peace River later in the day. The main ceremony will take place at Ft Vermilion on January 3. The towns of McLennan and Peace River and the hamlet of Ft Vermilion are taking active roles in the various aspects of the re-enactment.

The Canadian Aerophilatelic Society has designed a matched pair of postal envelopes to commemorate the re-enactment. A limited run of 300 sets of the envelopes has been produced. These will be carried on the outbound flight to Fort Vermilion and the return flight to Edmonton the next day. The attractive 'covers' should be of special interest to aviation enthusiasts, history buffs, philatelists and collectors of memorabilia.

Envelopes will be postmarked and backstamped to indicate points of departure and destination and will be signed by Denny May, Robert Horner and the pilot. The stamp that is affixed will be the [then] newly released 49-cent Canadian flag definitive showing Edmonton's skyline. Sets of envelopes are priced at CDN \$21 inclusive of First Class postage and handling. Registration costs, for those requesting this service, are extra. There is a limit of two sets per customer. To place an order, contact Nino Chiovelli at (780) 475-9665 or nchiovelli@telusplanet.net.

Details of the 1929 Flight

Late in 1928 Dr. Harold Hamman discovered the outbreak of diphtheria at the settlement of Little Red River (50 miles east of Fort Vermilion). He arranged for a message to be taken to the nearest radio transmitter in Peace River - the trip by horse & wagon took 12 days. Dr. Malcolm Bow (Deputy Minister of Health for Alberta) immediately called Wop May who was in Calgary for the Christmas/New Year holiday and asked if he could fly to Fort Vermilion. Wop called his friend Vic Horner in Edmonton, asked him to find a plane and then headed by train to Edmonton. January 1 was busy preparing for the flight the next day. The aircraft was an Avro "Avian", a two place open cockpit on wheels.

On January 2 the plane embarked on its journey north. The flight path was along the newly constructed Northern Alberta Railway north from Edmonton to Smith and west

along the south shore of Lesser Slave Lake to McLennan where they stayed overnight. January 3 they flew into Peace River for fuel and then headed further north along the Peace River to the settlement of Fort Vermilion. Problems included weather with temperatures down to -33F and automobile fuel that caused engine problems - but they were successful, the antitoxin arriving safely on January 3.

When they heard the sound of the aircraft passing over their community, telegraph operators as far north as Peace River would send messages to the Alberta Provincial Police, the newspapers and radio station CJCA. In this manner the local population and the international community were able to follow details of the flight. The pilots returned to Edmonton on January 6 to a crowd of 10,000 cheering people. The heroic flight, accomplished under the most extreme of possible conditions, cast the duo of May and Horner front and centre on the world stage.

ORAPEX 2004:

Ottawa's National Stamp Exhibition, the 43rd Annual Stamp Club Exhibition and Bourse will be held at the RA Centre, 2451 Riverside Drive, Ottawa in the curling rink for two days. Saturday May 1, 2004 10am to 6 pm and Sunday, May 2, 2004 10am to 4 pm. For dealer's bourse data and exhibition entry information contact Major Dick Malott, CD, Retd, 16 Harwick Crescent, Nepean, Ontario, K2H 6R1. Tel: (613)829-0280; FAX: (613)829-7673; e-mail: malott@magma.ca. Admission and parking free.

EDITOR'S COMMENT:

By adding another written piece I don't mean to suggest that we have grown in numbers, but I want to share something that I mentioned at London's meeting. In 1992 we formed the "new" Air Mail Study Group under the editorship of Bill Topping. He took on the job with the understanding that it would only be a year and three issues a year. I took over after Bill's 3 issues and this completes my 10th year as editor of our newsletter. I will be able to do this job for one more year. That will be the end of my string.

My eyes suffer from both glaucoma and macular degeneration, and for a stamp collector one needs a pretty good set of eyes.

I hope that someone within our group will be willing to take on the editorship and continue what has been started, For those of you who have prepaid beyond 2004 I will send you a check or cash to repay the money you sent for 2005 and beyond.

I am sure you understand my need to write this notice to all members of the group and hope that someone will pick up the reins. If not we can phase out next December 2004' and rely on the excellent work that Chris Hargreaves does on The Canadian Aerophilatelist. Chris and I have tried not to overlap and he covers things from a different point of view.

I also wish to acknowledge that I didn't do the work alone, you all contributed ideas, articles, questions, and information from your experience. I am grateful for this help and will continue to help whoever may continue the work. One last promise I make is that there will be a final update of the index for all 12 volumes.

I trust this lead time will give someone the chance to ponder the need and his or her willingness to undertake a most rewarding network of ideas, fun and philately. I look forward to hearing from several of you - Bas

CANADIAN AIRWAYS, LTD.

We members of the Air Mail Study Group have been given a rare gift by one of our members, MIKE PAINTER. He suggested to the editor that this article on plating the stamps of Canadian Airways might be broken up and put in several issues. Editorially it seems to be a better service to the collectors to have it all at one time and treasure it with the honor it deserves. Therefore, Mike's entire work is attached as a part of this issue.

I know that we all thank him for his ability to research and record findings. It is a work in progress and if any of you have something that might help Mike to finish the project I know he would appreciate the help.

I WISH YOU EVERY HAPPINESS THIS

HOLIDAY SEASON AND

THROUGHOUT THE COMING YEAR

BAS

AN INCOMPLETE PLATING OF CANADIAN AIRWAYS LIMITED STAMPS

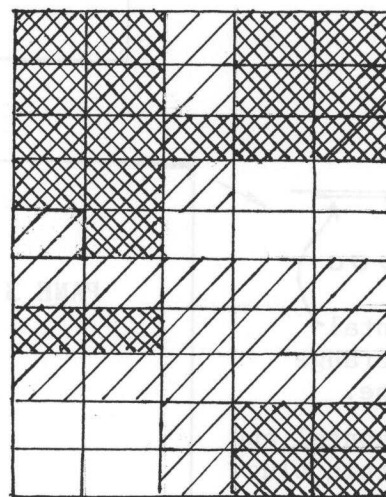
by Mike Painter

For more than a decade I have been trying to plate this issue of Semi-official airmails by getting at least two of the 200 positions on the sheet. However, I seem to be stalled at 172 positions, plus 19 more of which I have just a single example. My study of these 191 stamps has not been written down and would disappear if I passed on (I'm 75 so have reached the stage of accepting that I'm mortal). So, even though it's incomplete, I propose to pass it on through the Newsletter and hope someone will take up the challenge of finishing the plating.

There have been items in the December 1992, April 1993, August 1993 and December 1994 Newsletters describing some preliminary study of guidelines and flaws on this 1932 issue. Just to recap, the stamps were printed in sheets of 200, comprising four panes of fifty (five stamps horizontally by ten vertically) separated by gutters. Each pane has a unique arrangement of guidelines (or lack thereof) which identifies it, but we don't know which of the four positions on the sheet each pane occupied. A little later on I'll describe two different guesses about the arrangement.

For purposes of this article I need some sort of shorthand to identify each pane and I have arbitrarily assigned the numbers 1, 2, 3 and 4. If, at some future date, it is proved conclusively which position on the sheet each pane occupied, and if my arbitrary numbers turn out to be in an illogical or confusing order, then the pane descriptions of UL, UR, LL and LR will have to be substituted for my numbers. Meanwhile the numbers 1 to 4 will identify the pane from which each stamp came.

First, I should explain which stamps I can plate. I have at least two examples of, and thus can plate, every stamp on panes 1, 2 and 3. On pane 4 I have the stamps as shown on the sketch at the right. Hopefully, some reader will have multiples, or even a full pane, which fills in the gaps on this sketch.



I have 2
or more.



I have 1.



I have none.

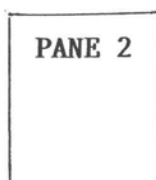
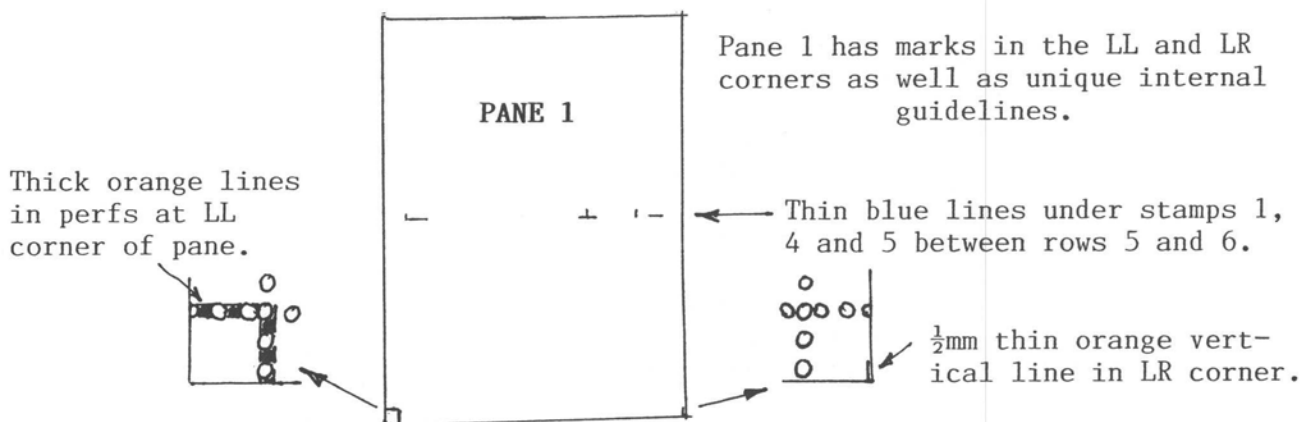
Stamps which I have of pane 4.

Now let me recap the guidelines which are unique to each pane. There are three types of guidelines. The first, which occur between rows five and six of pane 1, were sketched in the Newsletter, Vol 1, No 1, August 1993, page 12. They are thin blue lines and I have no idea how they were used in the printing process or why they occur in what seems a random pattern in the middle of just one pane.

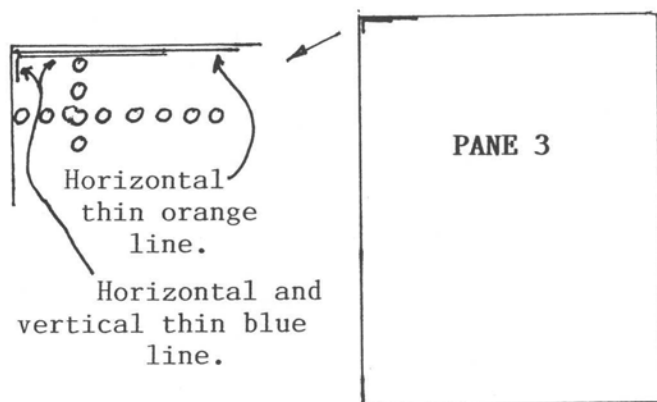
The second type of guidelines are thick orange lines occurring at one corner of pane 1 and pane 4 and running through the perforations in the gutters. Since they coincide with perforations I wonder if they had something to do with positioning the sheets for perforating.

The third type of guidelines are thin blue or orange lines which occur vertically and/or horizontally in a corner of panes 1, 3 and 4. They look as if they might have been used to position the sheet for guillotining the sheet into panes.

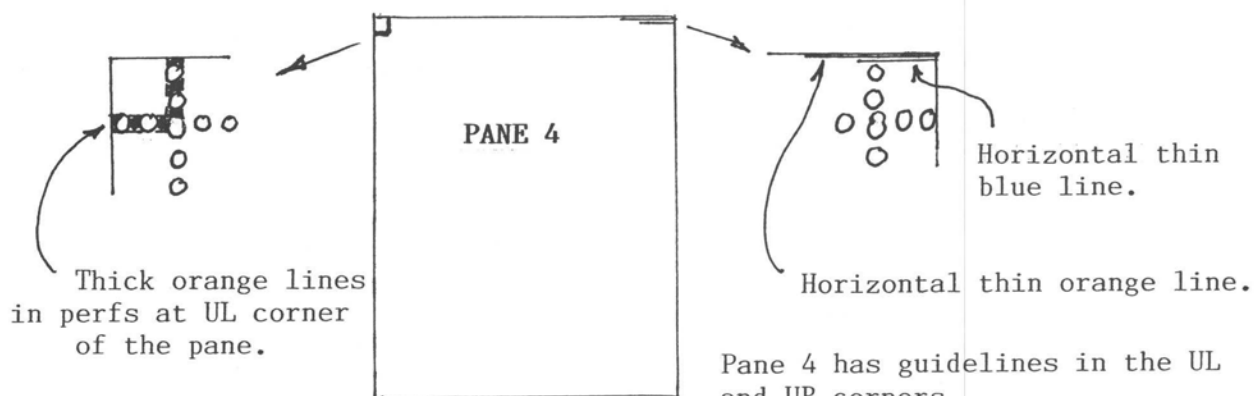
The following sketches show where the guidelines occur on each pane of the Canadian Airways Limited stamps. There was no change in printing plate for the 10¢ overprints, so all guidelines and flaws occur on these as well.



Pane 2 is easy, it has no guidelines. However, if any sheets were guillotined a little off, a mark might show up in a corner of pane 2.

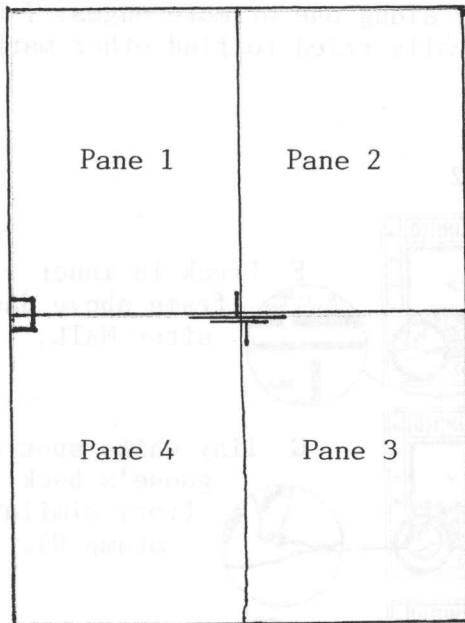


Pane 3 just has guidelines in the UL corner.



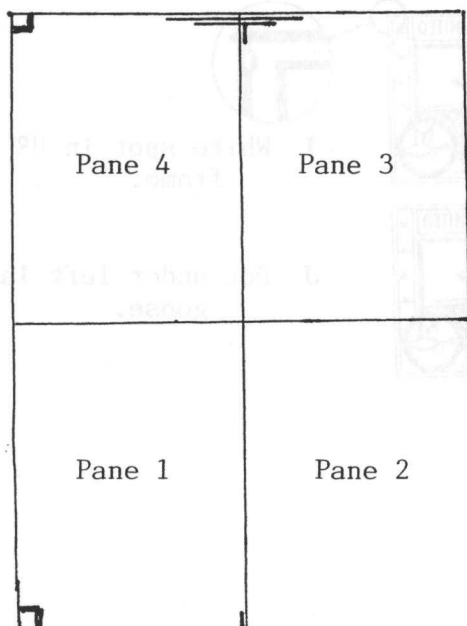
There are 24 ways the four panes could have been arranged on the sheet. Two guesses are illustrated below. Comments on these or other alternatives would be welcome. Just as an aside on the printing, John Wannerton says the yelo (orange) would have been printed first since at that time it was a non-transparent colour and so would not have allowed the blue to show through if the orange were printed last.

Bill Topping and I spent some time pushing panes 1, 2, and 3 and parts of pane four into different configurations on the kitchen table. We came up with this arrangement as our preference:



This would join the thicker orange lines in the perms into a rectangle at the centre of the left side of the sheet to become perforating guidelines. The thinner blue and orange lines would match to each other at the centre of the sheet to give vertical and horizontal guidelines for guillotining the panes.

John Wannerton questioned whether the thicker orange guidelines would be useful in this position and suggested an alternative arrangement:



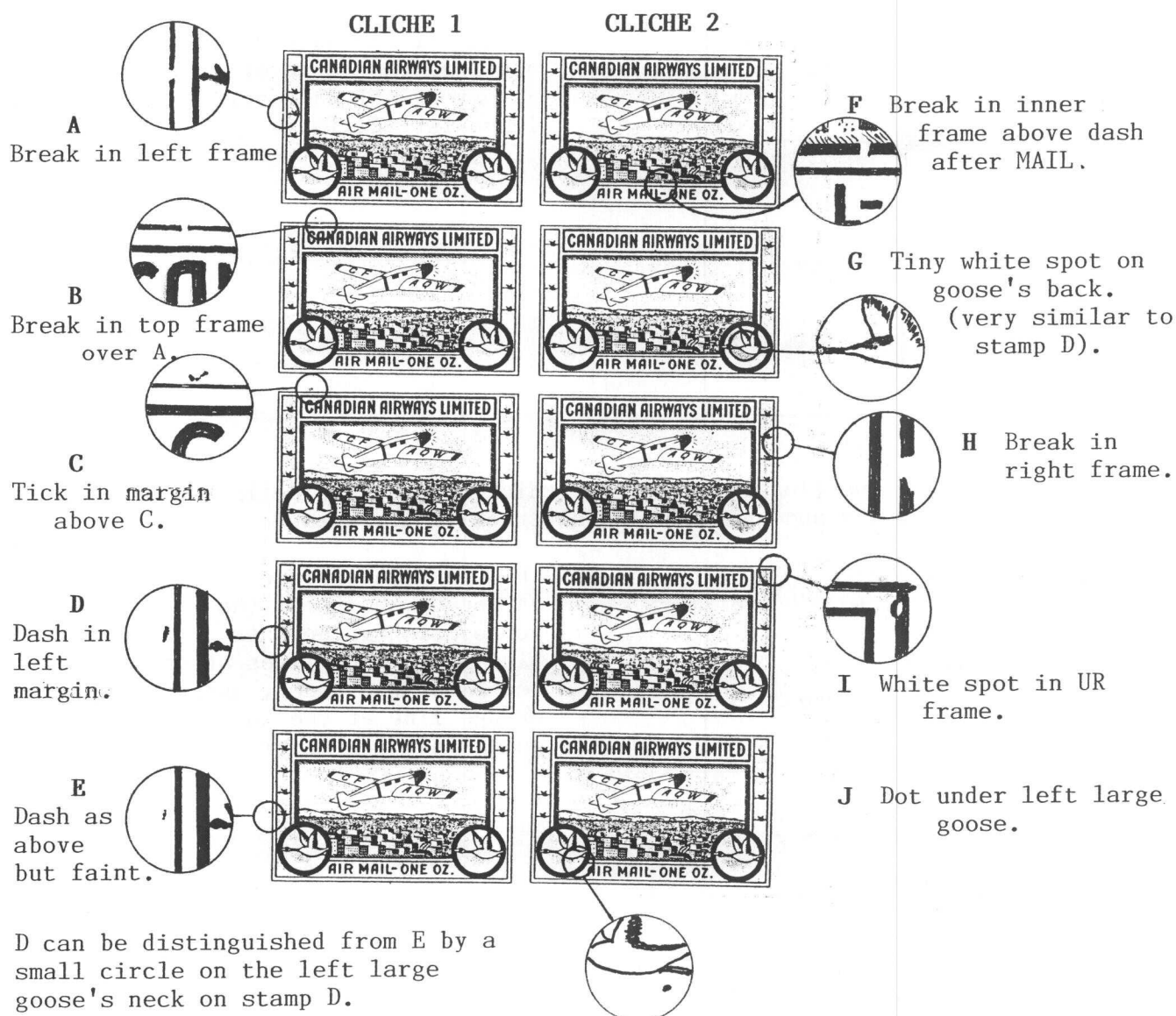
This puts the thicker orange lines at the UL and LL of the sheet as perforating guidelines. The thinner blue and orange lines at the top centre of the sheet, and the thin orange line at the bottom become guidelines for cutting the panes.

Sanguinetti says the Stoval Company of Winnipeg designed the stamps. I don't ex-

pect there is any record now, if there ever was, of how they laid out the plate.

Turning to another aspect of the printing, the plate was laid out using two different cliches of five impressions. I have used A to E to identify stamps of the first cliche and F to J to identify stamps from the second cliche. Each of these ten impressions can be identified by the marks illustrated below. In plating individual stamps from the sheet of 200 it should be remembered that in addition to the individual marks, the marks identifying the cliche position can also be used.

Many stamps show small (guide?) dots half way along one or more edges. I have found these dots a bit inconsistent so have generally tried to find other marks to identify individual stamps.



Although I don't have a complete pane 4 it is still possible to tell how the cliches were applied to the plate. The sketch below shows the cliché layout for each of the four panes. The first cliché (A-E) was used 22 times and the second cliché (F-J) was used 18 times to make up the complete printing plate of 200 stamps. Panes 1 and 2 have an identical layout, and panes 3 and 4 have an identical layout.

I don't know if the pattern of clichés gives any clues as to which position on the sheet each pane occupied. Perhaps the pattern will suggest something to someone more familiar with siderography than I am.

A	A	F	A	F
B	B	G	B	G
C	C	H	C	H
D	D	I	D	I
E	E	J	E	J
A	A	F	A	F
B	B	G	B	G
C	C	H	C	H
D	D	I	D	I
E	E	J	E	J

PANE 1

A	A	F	A	F
B	B	G	B	G
C	C	H	C	H
D	D	I	D	I
E	E	J	E	J
A	A	F	A	F
B	B	G	B	G
C	C	H	C	H
D	D	I	D	I
E	E	J	E	J

PANE 2

F	A	F	A	F
G	B	G	B	G
H	C	H	C	H
I	D	I	D	I
J	E	J	E	J
A	A	F	A	F
B	B	G	B	G
C	C	H	C	H
D	D	I	D	I
E	E	J	E	J

PANE 3

F	A	F	A	F
G	B	G	B	G
H	C	H	C	H
I	D	I	D	I
J	E	J	E	J
A	A	F	A	F
B	B	G	B	G
C	C	H	C	H
D	D	I	D	I
E	E	J	E	J

PANE 4

To recap the distinguishing features;

A: Break in left frame.

B: Break in top frame.

C: Tick in top selvage.

D: Dash in left selvage. Small circle on goose. I: Mark in UR frame.

E: Same as D but fainter. No circle on goose. J: Dot under left goose.

F: Break in inner frame.

G: Mark on goose neck.

H: Break in right frame.

Plating of individual stamps from pane 1:



Stamp 1 (A in cliché). Dot in plane tail. Tick between wings of right goose in circle.



Stamp 2 (A in cliché). Small dot between frames over Y in AIRWAYS. Orange dot in frame under M of LIMITED.



3 (F). Blue tick between CANADIAN and AIRWAYS. Dot to right of right goose in circle.



4 (A). White and blue marks under C of CANADIAN. Mark in A of AIRWAYS.



5 (F). Line above M of LIMITED. Line in upper right corner.



6 (B). Three tiny dots between R and W of AIRWAYS. This needs a 10X glass to see.



7 (B). Dot in C of CANADIAN. Dot to the left of M in MAIL.



8 (G). Dot on top of plane fuselage. Dot above S of AIRWAYS. Both these dots are small.



9 (B). Bottom small goose on the right is nearly headless. Tiny dot in the bottom of the plane window.



10 (G). Stroke under C of CANADIAN. Stroke under goose in left circle.

Plating of individual stamps from pane 1:



11 (C). Stroke over first A of CANADIAN. Stroke over third A in CANADIAN.



12 (C). Dot under N in ONE. Stroke to left of second small goose on the left side.



13 (H). Crescent above goose in left circle. Dot between Y and S in AIRWAYS.



14 (C). Three marks on breast of goose in left circle. Stroke under top small goose on left side.



15 (H). Dot in W of AIRWAYS. stroke to the right of the third small goose on the right side.



16 (D). Bite out of C in CANADIAN. Dot under S in AIRWAYS.



17 (D). Feather under goose in left circle. Hairline under O of OZ.



18 (I). Spur on D of LIMITED. Dot in goose in left circle.



19 (D). Hairline under goose in left circle. Spur on last N in CANADIAN.



20 (I). Hairline in left frame. Dot under E of LIMITED.

Plating of individual stamps from pane 1:



21 (E). Guideline under the ONE. Stroke under the goose in the left circle.



22 (E). Hairlines under the E of ONE. Dot on the goose in the right circle.



23 (J). Hairline above first A of AIRWAYS. Small frame break below the C of CANADIAN.



24 (E). Guideline in the middle of the bottom frame. Stroke under the dash between MAIL and ONE.



25 (J). Guideline under the bottom frame. Mark left of the A in AQW.



26 (A). Mark above the second A of CANADIAN. Marks above the I and D of LIMITED. Plus dots on plane etc.



27 (A). Mark over R of AIRWAYS. Dots after second A of AIRWAYS.



28 (F). Bite out of D of CANADIAN (all F stamps have this). Two dots under R of AIRWAYS.



29 (A). Break in frame over W of AIRWAYS. Smudge under N of ONE.



30 (F). Butterfly in sky off right wing tip (smaller than similar bird in sky). Dash left of O in ONE.

Plating of individual stamps from pane 1:



31 (B). Dash on fuselage. Blob on frame to right of second small goose on right.



32 (B). Very faint orange hairline on fuselage of plane. Hairline over last N of CANADIAN.



33 (G). Dot in selvage above first A of CANADIAN. Dot between frames over T of LIMITED.



34 (B). Spatter in top margin. Dot in S of AIRWAYS.



35 (G). Dot in S of AIRWAYS (slightly different from 34). Dot on inner margin to left of third small goose on right.



36 (C). Hairline on back of plane. Large blob at bottom of A in MAIL.



37 (C). Spur on E of LIMITED. Dot in right margin below and right of top small goose.



38 (H). Mark on frame above Y of AIRWAYS. Dot to the right of the top small goose on the right.



39 (C). Dot on top of fuselage. Dot over the Y in AIRWAYS.



40 (H). Small dot on fuselage just ahead of right wing. Dot on the bottom of the right circle.

Plating of individual stamps from pane 1:



41 (D). Dash in upper left corner. Bite out of D in LIMITED.



42 (D). Dot above I of AIR. Mark in frame below OZ.



43 (I). Extra dash between MAIL and ONE. Mark on right frame between second and third small geese on right.



44 (D). Smudge below ONE. Dots over E of LIMITED.



45 (I). Break in frame below M of MAIL. Mark left of O in OZ.



46 (E). Dot below I of MAIL. Dot below O of ONE.



47 (E). Dash on fuselage. Three dots above neck of goose in right circle.



48 (J). Three dots under the O of ONE. Curved vertical stroke under the tip of the right wing.



49 (E). Stroke under the O of ONE. Spatter above the S of AIRWAYS.



50 (J). Two dots and a stroke by the dash between MAIL and ONE. Dot above and right of second small goose on R.

Plating of individual stamps from pane 2:



1 (A). Mark behind goose in left circle. Mark above last A in AIRWAYS.



2 (A). Marks above I in AIRWAYS. Smudges in upper right corner.



3 (F). Mark below L in MAIL. Mark above S in AIRWAYS.



4 (A). Holes below goose in left circle. Mark between frames below top small goose on the right.



5 (F). Mark under Z of OZ. Mark on frame above D of LIMITED.



6 (B). Diagonal dash below first N of CANADIAN. Dot on frame above T of LIMITED.



7 (B). Smudge under CANA of CANADIAN. Dots in second A of CANADIAN.



8 (G). Bite out of frame above T of LIMITED. Dots around L of LIMITED.



9 (B). Dots under O of ONE. Dots under O of OZ.



10 (G). Dots above first A of CANADIAN. Two dots above frame in upper right corner.

Plating of individual stamps from pane 2:



11 (C). Mark on frame below third small goose on left. Flaw in bottom of Z in OZ.



12 (C). Bite out of frame above S in AIRWAYS. Tiny mark over the E in ONE.



13 (H). Dot by the rear window on the plane. Dash on the inner frame between the second and third small goose on R.



14 (C). Dot on the frame below and to the left of the fourth small goose on left. Dots above WAY of AIRWAYS.



15 (H). Dot below A and I of AIRWAYS. Dot on inner frame below S of AIRWAYS.



16 (D). Diagonal stroke under first N of CANADIAN (different from stamp 6). Double dots on breast of goose in R.



17 (D). Dot on bar of second A in CANADIAN. Two dots below foot of goose in right circle.



18 (I). Two marks on breast and stroke below goose in left circle. Mark on inner frame to left of plane.



19 (D). Dash under D of CANADIAN. Small dash on fuselage near the root of the right wing.



20 (I). Tail on C of CANADIAN. Damaged N in ONE. (Damaged N also occurs at position 45 of this pane).

Plating of individual stamps from pane 2:



21 (E). Spur on first I of LIMITED. Line in inner frame above right circle.



22 (E). Dot on top of fuselage. Dot over O in ONE.



23 (J). Mark in inner frame under second A of CANADIAN. Horseshoe on goose in right circle.



24 (E). Ruffled feathers on breast of goose in left circle. Mark on frame to right of third small goose on the left.



25 (J). Dot on frame over first N in CANADIAN. Dot in selvage below O of OZ.



26 (A). Spatter on frame above RW of AIRWAYS. Marks in inner frame below AY of AIRWAYS.



27 (A). Tick on bottom of tail of plane. Hairline under goose head in right circle.



28 (F). Mark on frame above first N of CANADIAN. Marks above R of AIRWAYS.



29 (A). Frame break above R of AIRWAYS. Faint line in inner frame above I of MAIL.



30 (F). Mark on O of ONE. Line at upper right corner.

Plating of individual stamps from pane 2:



31 (B). Two tiny dots above upper right corner. Mark on tail of goose in right circle.



32 (B). Dot over C in CANADIAN. Two dots in frame above top small goose on left.



33 (G). Dot to left of C in CANADIAN. Tiny dot on first N in CANADIAN.



34 (B). Two dots in first N of CANADIAN. Dots around S of AIRWAYS.



35 (G). Tiny dot to left of rear window of plane. Dot in margin below N of ONE.



36 (C). Dot on frame over second A in CANADIAN. Dot below D of LIMITED.



37 (C). Hairline above A of AIR. Small mark on fuselage behind windscreen.



38 (H). Spur on A of AIR. Hairline on last N of CANADIAN.



39 (C). Dash under goose in left circle. Dots above M of LIMITED.



40 (H). Dot in frame above top small goose on left. Lump in frame in lower right corner.

Plating of individual stamps from pane 2:



41 (D). Mark on Y of AIRWAYS. (on every D stamp). Hairline through right goose.



42 (D). Hairline on second A in CANADIAN. Dot in sky ahead of plane.



43 (I). Marks in and below D of LIMITED. Tiny orange dot ahead of front window of plane.



44 (D). Mark in sky behind left wing. Mark in margin below and left of the bottom small goose on the left.



45 (I). Hairline on last N in CANADIAN. Spur on M of LIMITED. (& broken N of ONE same as stamp 20 this pane).



46 (E). Smudges and dash around goose in right circle. Smudge on inner frame below second small goose on the right.



47 (E). Dots to right of third small goose on right. Two dashes above N of ONE.



48 (I). Dots below O of ONE. Smudge in lower right corner.



49 (E). Dash on cabin (a bit bigger than similar dashes). Mark under the last N of CANADIAN.



50 (J). Dot below C of CANADIAN. Dot over W of AIRWAYS.

Plating of individual stamps from pane 3:



1 (F). Break in outer frame above R of AIRWAYS. Break in inner frame shading below W of AIRWAYS.



2 (A). Blue crescent 1mm below and 1mm right of lower left corner (may be part in perfs). Tiny dot above M of MAIL.



3 (F). Dash where right wing joins fuselage. Dot at edge of circle 1mm below right goose's head.



4 (A). Line on frame above last N in CANADIAN. Tiny dot on frame below M of LIMITED.



5 (F). Small frame break below second A of CANADIAN. Breaks on leading edge of left wing left of C and left of F.



6 (G). Small white dot on inner frame shading above Z of OZ. Tiny dot just behind left wing tip.



7 (B). Tiny blue dot on circle below head of left goose. Tiny white speck at base of wing of top small goose L.



8 (G). Small horizontal line just right of upper right corner. Small smudge to right of Q on right wing.



9 (B). Blue dot in margin above C of CANADIAN.



10 (G). Blue speck in margin below left circle. Blue speck in margin below Z of OZ.

Plating of individual stamps from pane 3:



11 (H). Crescent in margin below M of MAIL. Dot between frames below E of ONE.



12 (C). Dot 2 mm below base of neck of right goose.



13 (H). Blue dot 1mm below centre of breast of right goose. Dot below A of AIR.



14 (C). Tick above S of AIRWAYS.



15 (H). Large blue dot in front of plane.



16 (I). Blue dot above plane windshield. Dot in margin below and left of O of OZ.



17 (D). Tiny dot under M of MAIL. Small mark between second and third small geese on right.



18 (I). Blue dot left of E of ONE. Small dot behind tail of plane.



19 (D). Tiny stroke below and right of bottom small goose on the right.



20 (I). Double dot above head of right goose. Stroke through frame below and right of right goose.

Plating of individual stamps from pane 3:



21 (J). Visible bulge on frame over first A in CANADIAN. Two small dots in margin to right of right goose.



22 (E). Tiny dot on fuselage above the rear of the right wing. Tiny dot between frames below right of D of LIMITED.



23 (J). Tiny dot at base of right goose's neck. Dash in sky above C on left wing.



24 (E). Tiny blue projection forward from left goose's breast. Tiny dot in the lower left corner.



25 (J). Diagonal blue line on right goose's tail above leg. Blue dot between frames above E of LIMITED.



26 (A). Smudges between frames above S of AIRWAYS and L of LIMITED. Dot on right frame at upper right corner.



27 (A). Diagonal mark above second A of AIRWAYS. Frame break over W of AIRWAYS.



28 (F). Diagonal dash in margin below right goose. Dot between frames to right of right goose.



29 (A). Line above first A of AIRWAYS. Marks above first N of CANADIAN.



30 (F). Hairline in lower left corner. Dot above first A of AIRWAYS.

Plating of individual stamps from pane 3:



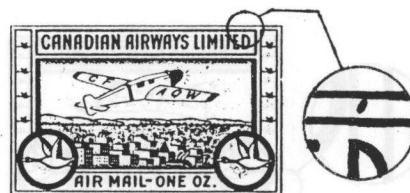
31 (B). Crescent above right arm of W in AIRWAYS.



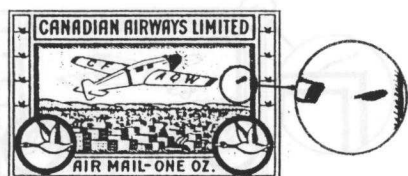
32 (B). Dot between frames to left of third small goose on left. Two small dots on top frame at upper right.



33 (G). Major flaw: "tree under tail" (on hillside). Lump on throat of bottom small goose on left.



34 (B). Blue dot above D of LIMITED.



35 (G). Major flaw: "bird in sky" (off the right wing tip).



36 (C). Smudges under AIR of AIRWAYS. Dot below second I of LIMITED.



37 (C). Smudges on frames to right of right goose. Tiny dot in sky above and right of right wing tip.



38 (H). Orange and blue dot on left goose, just ahead of rear wing (the goose's left wing).



39 (C). Tiny dot left of top small goose on right.



40 (H). Two dots on leading edge of right wing to the right of the W.

Plating of individual stamps from pane 3:



41 (D). Protrusion on circle below left goose's legs.



42 (D). Hairline in frame between third and fourth small geese on left.



43 (I). Hairline to left of 0 of OZ. Dot in margin to left of left goose.



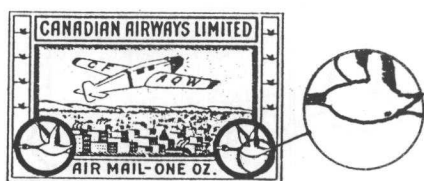
44 (D). U shaped hairline to left of left wing tip. Crecent below head of right goose.



45 (I). Crescent on breast of right goose. Bite out of frame left of C of CANADIAN.



46 (E). Hairline in upper left corner. Hairline through E of ONE.



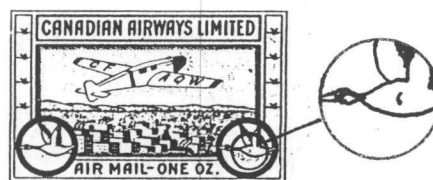
47 (E). Dot on right goose near leg.



48 (J). Two tiny specks on right goose's breast. Hairlines below I of CANADIAN.



49 (E). Marks in frame above top small goose on the left.



50 (J). Crescent on breast of right goose (slightly further forward than the one in position 45 this pane).

Plating of individual stamps from pane 4:



1 (F). Mark on frame over W of AIRWAYS. Crescent to right of right wing tip.



2 (A). Smudges over W of AIRWAYS. Marks below O of OZ.



3 (F). I only have 1 copy so marks may not be constant. Smudge over OZ. Mark between top & second small goose on L.



4 (A). Frame break over I of AIRWAYS. Dot below right circle.



5 (F). Large blue dot in margin below left circle. Hairline on R of AIRWAYS.



6 (G). Dot in margin below I of MAIL. Dot on frame at lower right corner.



7 (B). Dot above the horizon at right. Line in margin above A in AIRWAYS (may be nicked by the perforations).



8 (G). I only have 1 copy so marks may not be constant. Dash in margin under left circle. Nick in M of LIMITED.



9 (B). Dot in C of CANADIAN. Dash in margin left of left goose.



10 (G). Dot in E of ONE. Mark in sky above the F on the left wing.

Plating of individual stamps from pane 4:



11 (H). Mark under third small goose on left. Mark under F on left wing.



12 (C). Cracked windshield on plane. Dot above dash between MAIL and ONE.



13 (H). White mark on right circle. Hairline to right of third small goose on right.



14 (C). Mark to right of D of LIMITED. Two dashes below third small goose on the left.



15 (H). Two dots above Y of AIRWAYS. Speck between frames below second small goose on the left.



16 (I). Numerous dots around CAN of CANADIAN. Dots above R of AIRWAYS.



17 (D). Dozens of dots around LIM-ITED. Blue dot ahead of propeller. Other flaws occur.



18 (I). I only have 1 copy so marks may not be constant. Mark over left goose's head.



19 (D). I have no copies from this position.



20 (I). I have no copies from this position.

Plating of individual stamps from pane 4:



21 (J). I only have one copy so marks may not be constant. Line in margin under A of MAIL. Smudge under L in MAIL.



22 (E). Smudge under L of MAIL. Frame break below E of ONE.



23 (J). I have no copies from this position.



24 (E). I have no copies from this position.



25 (J). I have no copies from this position.



26 (A). I have only 1 copy so marks may not be constant. Frame break over second A of AIRWAYS. Dots over I of AIRWAYS.



27 (A). I only have one copy so marks may not be constant. Bar in margin over R of AIRWAYS. Dot over last A in CANADIAN.



28 (F). I only have 1 copy so marks may not be constant. Dot between I & R of AIR. Hairline above I of CANADIAN.



29 (A). I only have 1 copy so marks may not be constant. Dot in sky behind C on left wing. Dot in sky above right window of plane.



30 (F). I only have 1 copy so marks may not be constant. Lump on frame over S of AIRWAYS. Mark under D of LIMITED.

Plating of individual stamps from pane 4:



31 (B). Smudge over second A of CAN-
ADIAN. Smudge under first N of CAN-
ADIAN.



32 (B). Mark under I of AIRWAYS. Mark
above W of AIRWAYS.



33 (G). I only have 1 copy so marks
may not be constant. Mark on rear of
second small goose on left. Three
dots over L of LIMITED.



34 (B). I only have 1 copy so marks may
not be constant. Marks left of left
circle. Dots left of C in CANADIAN.



35 (G). I only have 1 copy so marks
may not be constant. Cracked fuselage
at right cabin window. Dot in margin
at lower left corner.



36 (C). I only have 1 copy so marks may
not be constant. Marks in upper right
corner. Smudges over first A in CANAD-
IAN.



37 (C). I only have 1 copy so marks
may not be constant. Smudge over
second A in CANADIAN. Two tiny dots
in upper left corner.



38 (H). I only have 1 copy so marks may
not be constant. Frame break left of
top small goose on left. Mark to right
of same goose.



39 (C). I only have 1 copy so marks
may not be constant. Mark over second
A in CANADIAN. Inner frame break be-
low third small goose on the right.



40 (H). I only have 1 copy so marks may
not be constant. Mark on frame below D
of CANADIAN. Dot in margin below and
right of bottom small goose on right.

Plating of individual stamps from pane 4:



41 (D). I have no copies from this position.



42 (D). I have no copies from this position.



43 (I). I only have 1 copy so marks may not be constant. Tiny frame break below O of ONE. Tiny bite out of M of LIMITED.



44 (D). Two dots to right of right circle. Tiny dot in upper right corner.



45 (I). Lump on first N of CANADIAN. Mark between top and second small geese on right.



46 (E). I have no copies from this position.



47 (E). I have no copies from this position.



48 (J). I only have 1 copy so marks may not be constant. Dot in margin over C of CANADIAN (may be in perfs). Mark in margin above W of AIRWAYS.



49 (E). Dot below second small goose on left. Dot left of left circle.



50 (J). L shaped mark below L of MAIL. Line above first N of CANADIAN.

That concludes the plating as far as I can carry it. I've tried to find two distinguishing marks for each position, not always successfully. In a couple of positions I've added a secondary mark identifying the cliché stamp, which is not, of course, unique to the position. Sometimes there are many distinguishing marks, in which case I've used the two most prominent. Many stamps have marks which are not constant and appear on no other stamps, so don't assume every mark is useful for plating.

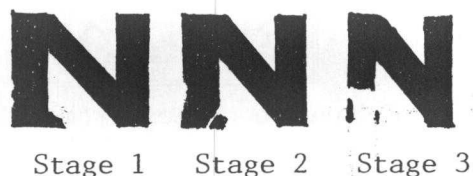
There are many marks that are repeated on a few or on many other stamps on the sheet, particularly guide (?) dots half way along each frame, and various dots and circles on and around the geese in the two big circles.

There are good naked eye marks like the "bird in the sky" and the "tree under the tail", but most of the identifying marks require a magnifying glass. I've always been impressed that the printing plate can faithfully reproduce specks that are invisible to the naked eye. A few of the features require a 10 power magnifying glass, although most will show up with an ordinary magnifier. A number of identifying features are quite similar so always check the second feature (when available) as well as the mark identifying the position on the cliché. In trying to locate the plate position of a stamp, start with the mark identifying which stamp it is on the cliché, then only look at the positions in which that stamp occurs. If you do this you will only have to check a maximum of 22 stamps, instead of 200, to get a match.

For those stamps of which I only have one copy, I have still shown marks that are visible on those stamps. Some of these marks may not be constant and will not appear on any other stamp, but I suspect a lot of them will prove to be constant for that plate position. Hopefully there are multiples in reader's hands that can be used to confirm marks which are constant.

In preparing this, a number of people have offered advice and information over the last dozen years. I'd like to mention and thank Murray Heifetz, John Wannerton, Bill Topping and Bas Burrell. John Jamieson was most helpful in letting me examine a complete sheet of pane three and compare it with mine. Charles Firby and Bob Lee both kindly checked panes in their auctions and relayed information by phone in my unsuccessful search for a complete pane 4.

I'll conclude with a bit of speculation. There seems to have been a breakdown, on just stamp I of the cliché, of the left leg of the N in ONE. It seems to have gone through three stages as shown at right. On pane 1, at positions 18, 20, 43 and 45, all are at stage 2.



On pane 2, at positions 18 and 43, both are stage 2. But on pane 2, at positions 20 and 45, both are at stage 3. On pane 3, at positions 16, 18, 20, 43 and 45, all are at stage 2. On pane 4, at position 16, it is at stage 1. On pane 4, at positions 18, (20 I don't have), 43 and 45, all are at stage 2.

The speculation, then, is that the cliché was first applied in the upper left corner of pane 4, then through the rest of pane 4 and panes 1 and 3. Finally it was applied to the middle of pane 2 then to the right side of pane 2. Does this tell us anything about the order of panes on the sheet? I don't know.