



BNAPS AIR MAIL STUDY GROUP

VOLUME 12 - NO. 1

APRIL 2004

CHAIRMAN'S COMMENT:

I have been monitoring my mail and e-mail with the hope that there would be a member willing to take over the Air Mail Study Group after Bas has to pay more attention to his eyes, and less to the collectors of Semi-Officials and C-1 to C-9.

To date nothing, but I am keeping the lines open.

EDITOR'S COMMENT:

In the time since I announced that it would be impossible for me to continue beyond 2004 with the Air Mail Study Group Newsletter I have not received any offers. The door is still open.

In case this truly is the last year I would like to suggest an alternative. Many of you are now members of the Canadian Aerophilatelic Society and that is what I will suggest to those who are not now members.

The editor is Chris Hargreaves who does a wonderful job on the subject of Air Mail. I will forward names of those who are not members to Chris and he will probably be in touch with you.

Chris and I have corresponded on many occasions and we have tried not to duplicate. I can only hope that you considered your \$5 or \$7 were able to bring something to you that was of interest.

SIGNATURES:

Gordon Mallett has honored us with another of his wonderful write-ups of topics that interest him, and serve to edify those of us who may not have given a thought to the topic.

The obvious errors in listing in the new AAMS Catalog have been communicated to the editorial staff and will be corrected when a new edition is printed.

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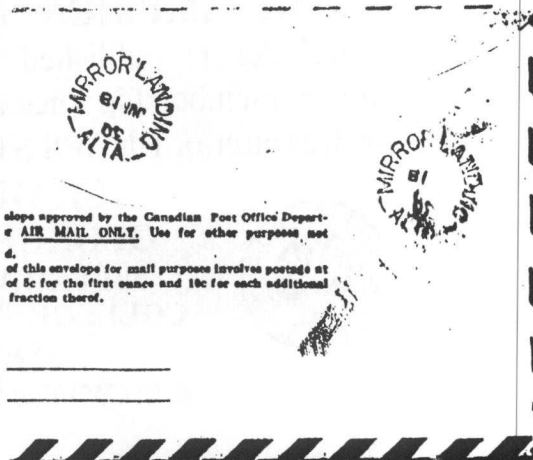
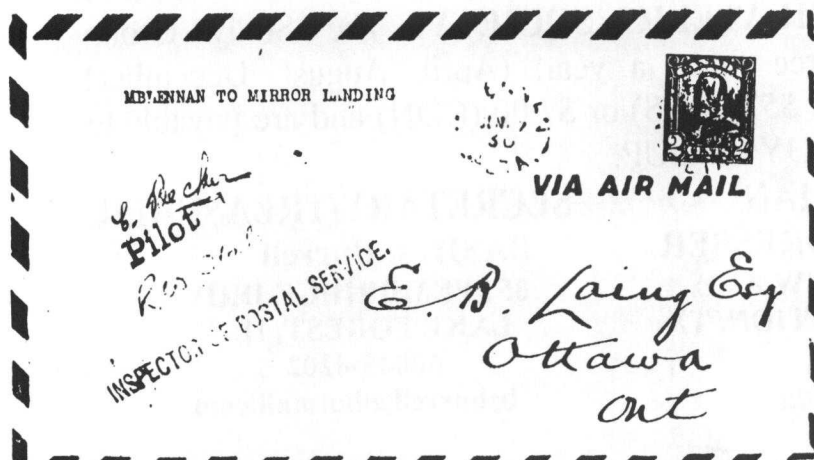
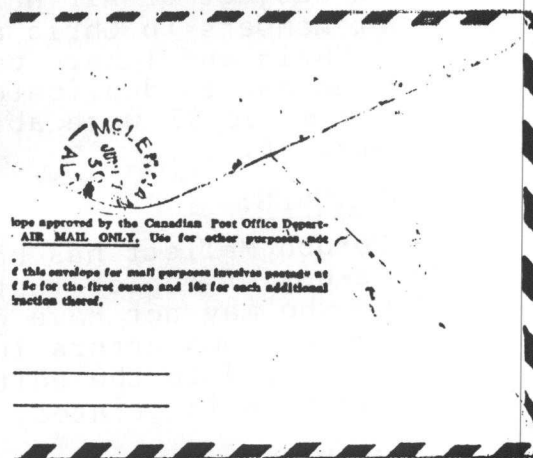
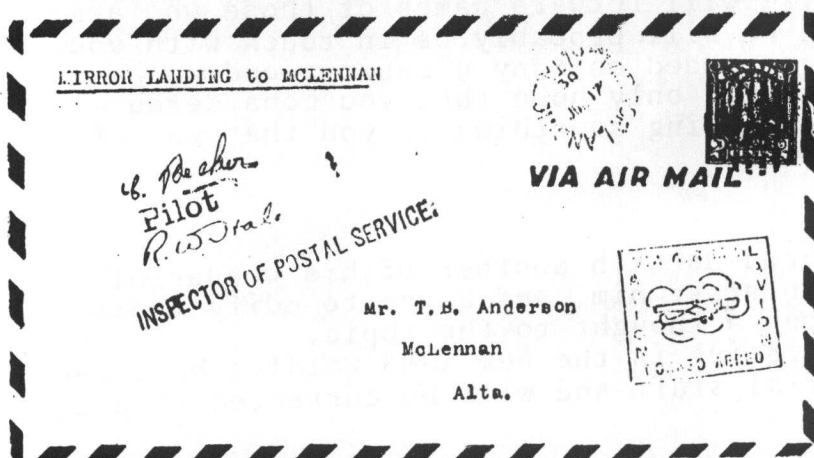
SIGNATURES

This is fourth in a series of articles on flight covers that display the familiar signature **R. W. Hale District Postal Superintendent**, Edmonton & Northwest Territories. Earlier in his career, at the point the covers shown below were flown, Hale's title was **Inspector of Postal Service**. Seen above his script is that of Commercial Airways pilot **Charles 'Cy' Becker**.

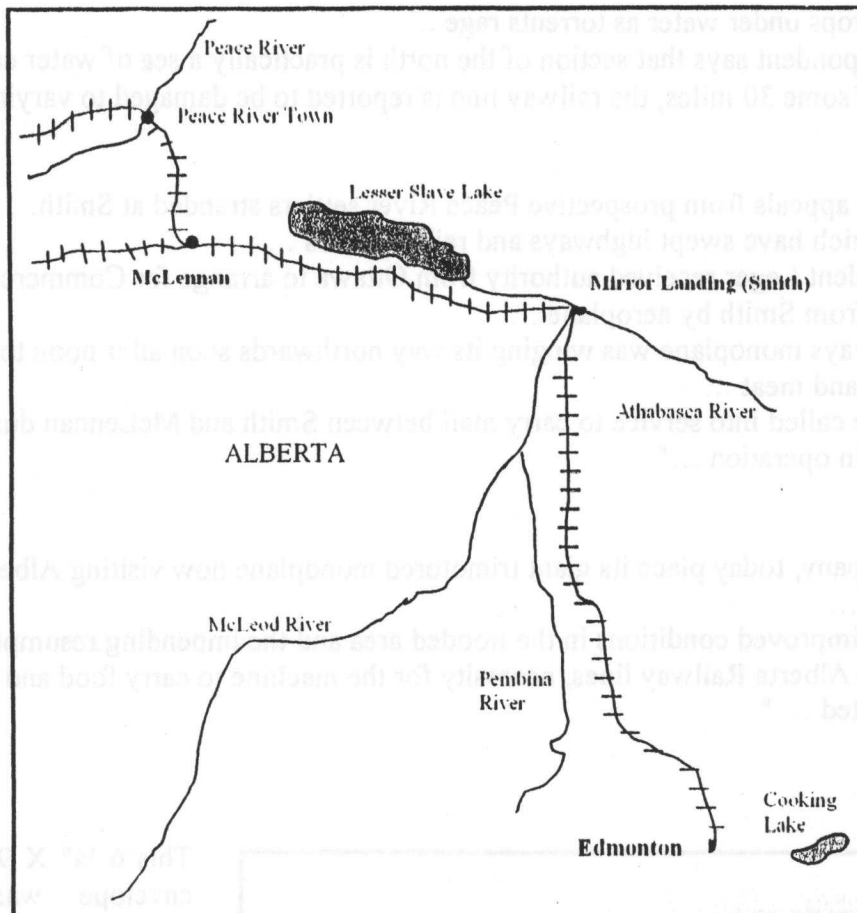
MIRROR LANDING – McLENNAN JUNE 17 - 18, 1930

As has been noted in the previous articles, Walter Hale covers typically contain features that make them extraordinary. We have seen Hale covers that required 6 modes of travel and 550 days to complete their round-trip; covers featuring dual franking, a dozen strikes and in excess of 20 signatories; and covers that were flown on two distinct round-trips from the same base.

So what is the story behind the covers featured here [*The Air Mails of Canada & Newfoundland* government flight 3031]? The details in the *AMCN* item write-up are a repeat of those which were first reported in the fifth edition of the catalogue: a washout of the Northern Alberta Railways resulted in an emergency airmail service being authorized - the regular 2-cent letter rate applied - there were no special markings - the pilot was Commercial Airways' Charles Becker. Reports in the June 1930 newspapers, along with a glance at the covers, confirm the accuracy of these details.



A couple of problems arise however with the catalogue heading, "1930, June 17-28, McLennan - Mirror Landing". The error in the date is no doubt just a 'typo'. It should definitely read June 17-18 [not 28]. The flights were carried out over two days, not twelve. However, "McLennan - Mirror Landing" implies a June 17 flight from McLennan to Mirror Landing. This was definitely not the case. It should read, "Mirror Landing - McLennan". **Actually one need check no further than the backstamps.** The b/s on the McLennan to Mirror Landing cover reads June 18. It had RETURNED to Mirror Landing on the second day, having flown FROM there on June 17.



A quick look at a map of the region leads to the same conclusion. Commercial Airways' floatplane base [the point from which the flight originated] was at Cooking Lake just east of Edmonton, the city also being the southern terminus of Northern Alberta Railways. Following the railroad line north with his mail and emergency supplies, pilot Becker would have touched down at Mirror Landing first. McLennan was his next stop up the line! [This 'slip' in the catalogues can be traced all the way back to *Holmes' Specialized Philatelic Catalogue of Canada & British North America*. Page 226 of the 1963 edition lists "June 17 McLennan - Mirror Landing" and "June 18 Mirror Landing - McLennan"!]

A problem encountered when researching the flight was that Mirror Landing does not appear in any present-day maps or atlases. The reason for this becomes evident in Harold Fryer's 1976 book *Ghost Towns of Alberta* - "Mirror Landing, once a busy village situated near the mouth of the Lesser Slave River, where it dumps into the mighty Athabasca across from the present day hamlet of Smith, **has long since disappeared.**" It was all the result of a decision made by the railroad in the 1920's! "For reasons known best to railroad officials, the railroad started its own divisional point across the river,

naming it Smith, and set in motion the wheels for Mirror Landing's complete demise." But the Mirror Landing post office name did not die quite so quickly. First used in 1913, the name remained in use until 1957 at which point it was finally changed to Smith.

Edmonton Journal reports provided details of the emergency:

June 16:

"Trains are disrupted as northern floods sweep a wide area ...
settlements are threatened as waters continue to rise ...
bridges are out, crops under water as torrents rage ...

McLennan correspondent says that section of the north is practically a sea of water east to Smith ...
over a distance of some 30 miles, the railway line is reported to be damaged to varying degrees ..."

June 17:

"Answering urgent appeals from prospective Peace River settlers stranded at Smith...
torrential rains which have swept highways and railway lines ...

district superintendent Leger received authority from Ottawa to arrange for Commercial Airways
to carry the mail from Smith by aeroplane ...

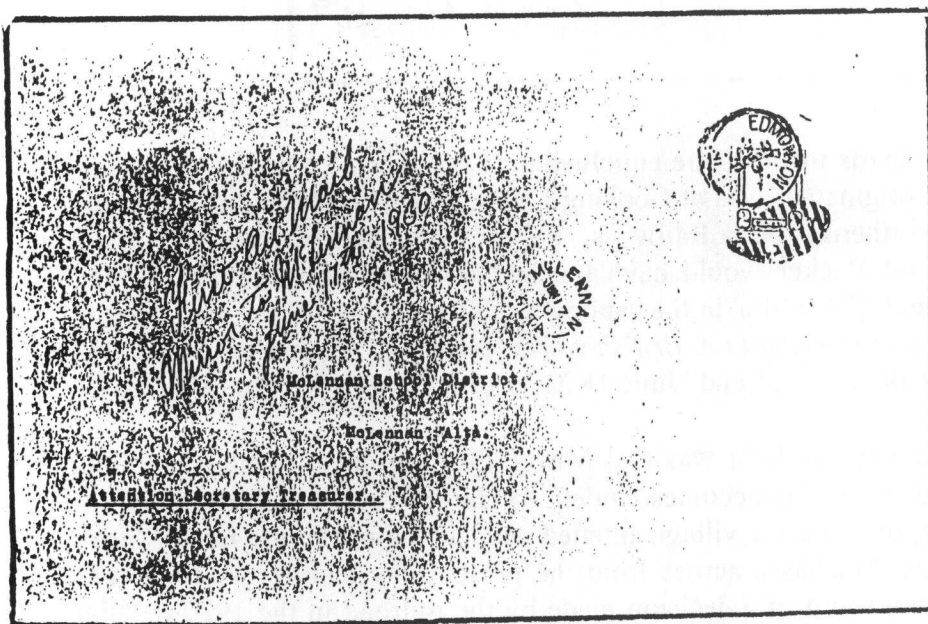
Commercial Airways monoplane was winging its way northwards soon after noon today bearing
supplies of bread and meat ...

aeroplanes will be called into service to carry mail between Smith and McLennan during the time
the trains are not in operation ..."

June 18:

"Ford Motor Company, today place its giant trimotored monoplane now visiting Alberta at the disposal
of relief agencies ...

Happily, through improved conditions in the flooded area and the impending resumption of service
over the Northern Alberta Railway lines, necessity for the machine to carry food and supplies to the
district was obviated ... "



This 6 1/4" X 9 1/2" commercial envelope was cancelled at Edmonton Post Office on June **Friday 13th**! It could not travel to McLennan by rail [the usual means] due to the flooding.

The envelope did 'get lucky' - on June 17th! As appears in the hand-written note on envelope, it was included in the "**First Air Mail Mirror to McLennan, June 17th 1930**".

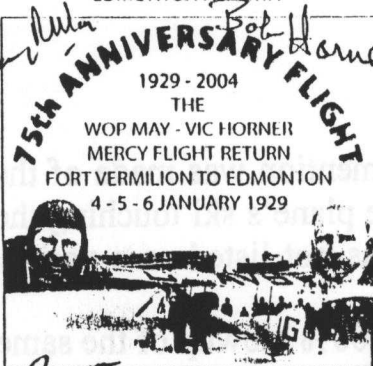
June 17 McLennan receivers were applied to the front and reverse.

75th ANNIVERSARY OF MERCY FLIGHT

The Western Chapter of the Canadian Aerophilatelic Society created 600 covers to be flown (300 each way) from Edmonton to Fort Vermilion. Original pilots were "Wop" May and Vic Horner. This crew was represented by Denny May and Robert Horner. Details are in the December 2003 Newsletter.

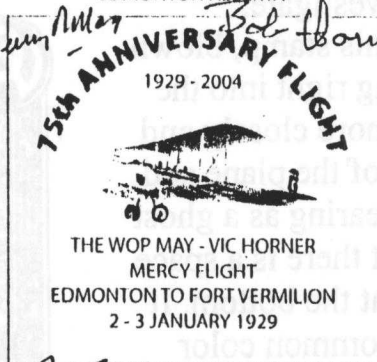
These covers, sold only in sets of two, are available from WC - CAS Collectibles, 14419 - 87 Street, Edmonton AB T5E 3G6. Canadian orders are \$21.00; USA orders \$22.50; Overseas orders \$23.50. Registration is available for an extra charge.

WESTERN CHAPTER
CANADIAN AEROPHILATELIC SOCIETY
EDMONTON ALBERTA



Backstamps
on the back
of each cover
are shown
next to
cover

WESTERN CHAPTER
CANADIAN AEROPHILATELIC SOCIETY
EDMONTON ALBERTA



"BENT PROPS AND BLOW POTS"

This is the title of a book by Rex Terpening mentioned in the December 2003 issue of this Newsletter. It is a hard bound book with about 300 pages and many many pictures. Mike Painter tells me that the book is selling well in BC and is available in many places like the BC Ferry dock, Vancouver Airport, Save-on-Foods, and Chapters. Mike got his for \$39.54 (Cdn). It is published by HARBOUR PUBLISHING CO., LTD. They are at P.O. Box 219 Madeira Park, BC V0N 2H0. (Ph. (604)883-2730)

Since the note in the Dec. issue we find that the following company has taken on the U.S. distribution. GRAPHIC ARTS CENTER PUBLISHING, CO. P.O. Box 10306, Portland, Oregon 97296-0306. They can also be reached by phone at 1-800-452-3032 or Fax 1-800-355-9685.

The cost in the U.S. is \$36.95 plus \$6.00 postage etc. They will accept Visa and Master Charge. I have also found that Borders have listed the book as a part of their "we can get it for you" inventory.

WESTERN CANADA AIRWAYS

In the August 2003 issue of the Newsletter mention was made of the John Wynns discovery that he had a stamp with the plane's ski touching the sun. We discussed it at London and felt that it was not listed as a variety because it is unpredictable.

To prove that point I have had a note with a 200% blowup of the same stamp from T. Malcolm Jones. He thought that he had some of these in his collection after reading Wynns comments. He did in fact, but uncovered a whole new area to investigate.

At the right is his stamp, blown up, with the skis going right into the sun. However, look more closely and see the black outline of the plane and its white shadow appearing as a ghost above it. See also that there is a space above the "One Oz" at the bottom. It looks to me like the common color shift experienced in many instances.



However, I would like to leave this to John Wannerton to confirm for us. He can e-mail me and I'll get his answer in the next issue. This stamp is on CL40-2704

COMPLETION OF PLATING OF CANADIAN AIRWAYS

Mike Painter has been able to complete his epic work on this stamp with the very valuable help of one of our members. Please read his introduction and conclusion.

THE COMPLETED PLATING OF CANADIAN AIRWAYS LIMITED STAMPS

by Mike Painter

This is a supplement to the Incomplete Plating article distributed to the Airmail Study Group in December, 2003, and can be attached to that article to make a complete plating study. The December article brought to light the missing piece of the plating puzzle - a full pane 4 which Frank Kendle of North York very kindly lent to me.

Thanks to Frank I can confirm that in every case where I had only one copy of a stamp, and thus had to put in a caveat that the marks sketched might not be constant, the marks really are constant. Thus you may wish to make a note on the December article that on pane 4 the identifying marks on stamps 3, 8, 18, 21, 26, 27, 28, 29, 30, 33, 34, 35, 36, 37, 38, 39, 40, 43 and 48 are now all confirmed to be constant.

That leaves only nine stamps of which I have only seen one copy. Encouraged by the fact that every one of the flaws which I sketched from single copies of the previous 19 stamps turned out to be constant, I have used Frank's pane 4 and sketched flaws on these final nine stamps on the following page. The caveat that the flaws may not be constant still has to be made for these nine, but I feel reasonably confident that these flaws, too, will eventually be proved to be constant when a second copy of each is reported.

I would ask everyone who has a CL51 or CL52 (the flaws are identical on both) to check to see if it is one of the nine on the next page. First, identify which cliché position it is from (refer to the December article). Then check the stamps on the next page which have that position (D, E etc) and examine your copy to see if it has the same flaws as on the next page. If it does, please report it. If it doesn't you can eliminate it for sure by checking the previous article's sketches to see if there is a match there, as there should be.

I'd like to ask one group of collectors especially to check their stamps. Anyone who has a CL52a **inverted surcharge** may have a duplicate of one of these nine stamps. The original ten inverted surcharges (often in a pair with the surcharge on the left stamp the right way up) were from the right column of pane 2 and reached the public, I believe, when the stamps were first issued. These inverts are all on stamps where the flaws are already confirmed to be constant, so they won't help. However, a few years ago a complete pane of inverted surcharges surfaced, this time on pane 4. This pane has been broken up and the 50 new inverted surcharges are in various hands. If you have one of these inverted surcharges and it is from the correct cliché position and has marks which match those on one of the nine stamps on the next page, please report it because it will confirm that those marks are constant.

That completes the plating of all Canadian Airways Ltd stamps unless one of the nine stamps on the next page is proved to have marks which are not constant. However, there are still questions to study. One is the order in which the panes fit together, which was raised in the December article. Another question is how just the right column of one pane 2 got inverted surcharges. You'd think it would be a whole pane (as in pane 4) or nothing. This study still leaves things to ponder.

Plating of individual stamps from pane 4:



19 (D). Mark on frame under E of ONE. Hairline under D of LIMITED.



20 (I). Diagonal line under head of left goose. Line on bar of second A in CANADIAN.



23 (J). Smudges under MAIL-ONE. Dot under C on wing. Crack over left window of plane.



24 (E). Hairline in margin left of lower left small goose. Smudge under R of AIR.



25 (J). Marks between frames under MAIL. Dash at lower right corner.



41 (D). Tiny vertical line above left wingtip. Dot below right circle.



42 (D). Dot below left plane window. Hairline in margin near lower right corner.



46 (E). Flack in sky to left of tail. Dots over M and I of MAIL.



47 (E). Dot under I of AIRWAYS. Frame break under L of MAIL. Buckshot round right goose's head.

This completes the plating of the 200 Canadian Airways semi-official stamps.

Some of you have seen this page before but not all. It was with the annual dues notice. I did not have it in time for the December issue. However, I promised Bill Pekonen that I would see to it that all members were exposed to this monograph.

There are 30 stamp enlargements to illustrate the varieties discussed in the text. 11 Pages of text cover the history, a numbering and pricing system, papers, gum, and of course plating identification and descriptions of inconstant varieties.

CANADA 1946 SEVEN CENT AIR MAIL POSTAGE STAMP



GUIDEBOOK TO "RE-ENTRIES" AND VARIETIES.

2003 Edition

BILL PEKONEN

This engraved stamp was the last air mail stamp to be issued by Canada. It is a significant milestone in the handling and delivery of mail within Canada.

The "all-up" airmail service initiated July 1, 1948 made this stamp partially redundant, but it continued to be used for specifically requested air mail service within Canada and on air mail letters to the USA. It can also be found on rate covers during that period to other parts of the world.

This monograph explains the basics of this particular stamp issue. 24 "re-entries" and 97 minor varieties are described and charted with their respective positions on the 2 plates used to print this stamp. Curiously, this stamp is the only one of the Peace Issue to have so many identified errors and varieties.

Each "re-entry" is illustrated for easy identification. The sketches help to quickly identify each particular re-entry. Each re-entry is distinctly different. The major catalogues only list five re-entries. Some of the other re-entries are more dramatic than those listed. A collector needs this monograph to clearly differentiate between each stamp.

Each of the re-entries and varieties can also be found on perforated stamps and on the overprinted OHMS & G official stamps. Since a lesser quantity were issued, the scarcity factor of the errors and varieties increases for these.

The monograph also describes re-entries found on previously unreported booklet panes. The booklet panes were printed from an entirely different plate. A booklet pane with a re-entry is relatively even more scarce, especially since most collectors have not known nor suspected what to look for.

David Sessions (editor of Maple Leaves) has observed that this is the most studied stamp since the 1898 Imperial Penny Post (Map) stamp.

The monograph is the end result of an informal study group composed of five well known philatelists and also includes summaries of earlier research conducted by more than six other earlier researchers.

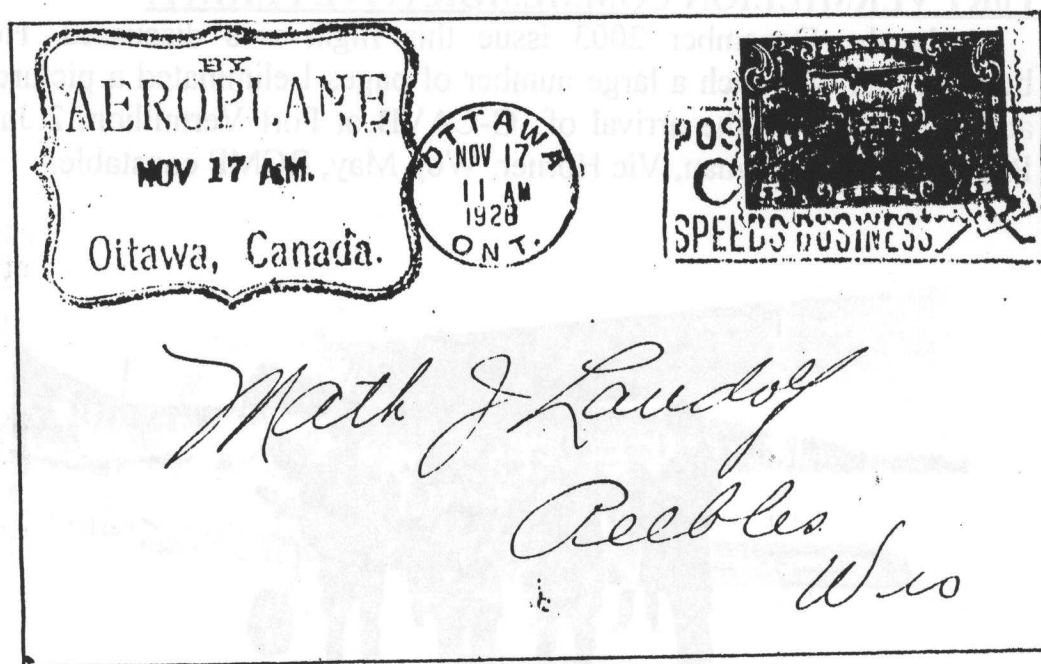
A pricing guide rounds out the monograph to produce a useful, easy-to-read guidebook which can help collectors to understand and to appreciate these particular varieties.

The monograph can be ordered through your favorite dealer or from the author at 201-7300 Moffatt Road, Richmond, B.C. V6Y 1X8, CANADA. The price is, post paid, \$13.00 in Canada, or \$10.00 (US) in the United States.

LATE USE OF EARLY CACHET

Dave McGill has been keeping his eye out for the unusual and came across the following cover only recently picked up.

The black scroll cachet is the same as the green, violet or black cachet used to cancel CLPI in Pioneer Flights PF-8, PF-9, PF-10, August-September 1918. It is addressed to Peebles, Wisconsin, and cancelled November 17, 1928 at Ottawa. There are no backstamps. Any Thoughts ???



Bas does have some thoughts. Won't the rest of you see if you have any ideas. The cachet is shown in catalog on page 39 for use with the flights that Dave mentions. I also have a copy with the green cachet. Peebles Wisconsin is now 53071 near Fond-Du-Lac. I had expected it to be close to the Northern borders. I cannot find anything about the date Nov 17, 1928 that might lead to why one would bring out a cachet 10 years later. The air mail stamp was issued 21 Sep 28 so he was a little late for a FDC.

Lets help Dave to know what a gem he has bought.

Airpost Joournal:

In the March 2004 issue of this monthly of the American Air Mail Society there is a 4 page article entitled "Canadian Aerophilately". It is basically a primer on the greatest field of stamp collecting. It touches FDC's, First Flights, semi-officials, pioneers and Newfoundland. There is nothing much that our study group will find of value, but I mention it so that it can be used by collectors to create interest in others.

If you would like a copy drop me a note and I will put it in with the August issue to be sent to you.

FORT VERMILLION COMMEMORATIVE FLIGHT:

In the December 2003 issue this flight was discussed. However, because that was such a large number of pages I eliminated a picture. I now add the picture of the arrival of G-CAVB at Fort Vermillion, 2 Jan 2004. Pictured are Dr. Haman, Vic Horner, Wop May, RCMP constable.



On some air bases the Air Force is on one side of the field and civilian aircraft use the other side of the field, with the control tower in the middle. One day the tower received a call from an aircraft asking, "What time is it?"

The tower responded, "Who is calling?" The aircraft replied, "What difference does it make?" The tower replied "It makes a lot of difference. If it is an American Airlines flight, it is 3 o'clock. If it is an Air Force plane, it is 1500 hours. If it is a Navy aircraft, it is 6 bells. If it is an Army aircraft, the big hand is on the 12 and the little hand is on the 3. If it is a Marine Corps aircraft, it's Thursday afternoon and 120 minutes to "Happy Hour".
