

THE CANADIAN AEROPHILATELIST



QUARTERLY JOURNAL OF THE CANADIAN AEROPHILATELIC SOCIETY

December 2017

No. 113

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COVERS, QUESTIONS
AND COMMEMORATION
- AND MUCH MORE!

Cover: Katherine Stinson in Edmonton 1918



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Volume XXXIII, Number 4

American Air Mail Society - Canadian Chapter
 Royal Philatelic Society of Canada - Chapter No. 187
 American Philatelic Society - Affiliate No. 189
 FISA (Federation Internationale des Societes Aerophilateliques) - Club Member

Editor: Chris Hargreaves, 4060 Bath Road,
 Kingston, Ontario K7M 4Y4
 Tel. 613 389 8993
 hargreavescp@sympatico.ca

WEBSITE - www.aerophilately.ca

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EXECUTIVE COMMITTEE and RESPONSIBILITIES

President: Steve Johnson, 787 Wharncliffe Road S., London, Ontario N6J 2N8, Tel: 519 913 1834, steverman@rogers.com
Vice-President: Tony Hine, 125-720 King Street West suite #109, Toronto M5V 3S5, Tel: 416 649 7045, tonyhn6@gmail.com
Secretary-Treasurer: Brian Wolfenden, 203A Woodfield Drive, Nepean, Ontario K2G 4P2, Tel: 613 226 2045, bjnepean@trytel.com

Members at Large:

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 Neil Hunter, 1F - 293 Perry Street, Port Perry, Ontario L9L 1S6, Tel: 905 985 8848, n.h.hunter@sympatico.ca
 Gord Mallett, #202 - 1966 Durnin Road, Mission Creek Towers, Kelowna, BC V1X 7Z2, Tel: 250 868 8848, gdmall@telus.net
 Sandy Freeman: 13 - 1012 Ranchlands Blvd. N.W., Calgary, Alberta T3G 1Y1, Tel: 403 241 9280, freemangs@shaw.ca

Past Presidents: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4, Tel: 613 389 8993, hargreavescp@sympatico.ca
 Major (Ret) R.K. "Dick" Malott, CD, 1275 Richmond Rd - Apt 610, Nepean, Ontario K2B 8E3, Fax: 613 829 7673
 Tel: 613 829 0280, E-mail : toysoldier@bell.net

Webmaster - Steve Johnson

The Canadian Aerophilatelist Editor - Chris Hargreaves, Layout Editor - Paul Balcaen, Index - Gord Mallett

CAS CALENDAR

EDMONTON SPRING NATIONAL SHOW 2018 - March 24th and 25th 2018, at the Central Lion's Recreational Centre, 113 St & 111 Ave, Edmonton. The show features stamp dealers from across Western Canada, and National-level Competitive Exhibits. For more information see www.edmontonstampclub.com

ORAPEX 2018 - May 5th and 6th 2018 at the RA Centre, 2451 Riverside Dr., Ottawa ON.
 ORAPEX is a National Level show, and is part of the American Philatelic Society's "World Series of Philately." It features some 40 dealers and 150 frames of exhibits. There is free admission and parking. The theme for ORAPEX 2018 is "The Military". For more information check the ORAPEX website - www.orapex.ca

ROYAL 2018 ROYALE - June 22-24, 2018. To be held at the Holiday Inn and Suites, Parkway Convention Centre, 327 Ontario St., St. Catharines, Ontario L2R 5L3. Annual exhibition and convention of the Royal Philatelic Society of Canada. For further information see www.rpsc.org

BNAPLEX 2018 - September 21-23, 2018. Will be held in Quebec City, at the Hotel Plaza Quebec, 3031 Laurier. Annual exhibition and convention of the British North America Philatelic Society. Further information will be posted at www.bnaps.org

CALTAPEX 2018 - Calgary - The annual show of the Calgary Philatelic Society is normally held in October. For further information see www.calgaryphilatelicsociety.com

CANPEX 2018 - October 13th and 14th 2018, at The Hellenic Community Centre, 133 Southdale Rd. West, London, Ontario.
 CANPEX is a National-level show, and also part of the American Philatelic Society's "World Series of Philately". It features 150 frames of competitive exhibits and National dealers. Hours: Sat. 10 a.m. to 5 p.m. and Sun. 10 a.m. to 4 p.m. Free admission and parking. For more information see www.canpex.ca

TORONTO DAY OF AEROPHILATELY - Sunday November 4th 2018. 11.15 a.m. to 4.00 p.m.
 Held at the Vincent Greene Foundation, 10 Summerhill Avenue, Toronto, which is close to Summerhill subway station. - Displays, trading, and lots of excellent conversation. For more information contact Dick McIntosh: mcintosh47@sympatico.ca

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Season's Greetings

This issue follows the December tradition, of including a wide variety of items from many contributors. Very best wishes to all readers.

Chris and Paul

PRESIDENT'S REPORT

It is my sad duty to inform everyone of the passing of Patrick Campbell. Patrick was CAS member #1 and was involved in many projects promoting Canadian aerophilately. On behalf of the CAS I would like to extend my deepest sympathies to his family and friends.

I would like to congratulate Ray Simrak for winning the Single Frame Grand Award at CANPEX 2017 with his exhibit on Canadian Pioneer Airmails. The material was an incredible array of stamps and covers from 1918-1920! Good luck at the Single Frame Champion of Champions being held in Birmingham, Alabama this February 2018.

ORAPEX is just around the corner this coming May 5-6, 2018. Not only we will be having our AGM, I understand second Past President Dick Malott will be on the jury!

I want to wish everyone a safe and Happy Christmas and a Happy Holidays to all members.

Steve Johnson

News from The Royal Philatelic Society of Canada

In September the RPSC announced that the Board of Directors had elected Ed Kroft, QC as President and Sam Chiu as First-Vice President. The elections took place after Jim Taylor tendered his resignation as President for personal reasons. Jim Taylor will be staying on the board as Past President, and will continue to chair the RPSC's International Committee and to serve as Canada's International Exhibition Liaison.

Ed Kroft, QC, FRPSC, Vancouver BC, President

An active exhibitor, author and national level judge, Kroft is a former legal advisor to the Society. He is also currently president of the Society of Israel Philatelists (SIP) and has been a member of its executive since 2002.



Ed Kroft, QC, FRPSC

Sam Chiu, FRPSC, Toronto ON, Vice-President

An award winning exhibitor and judge at both national and FIP levels, Chiu is a former member of Canada Post's Stamp Advisory Committee.



Sam Chiu, FRPSC

Ed and Sam are also both members of The Canadian Aerophilatelic Society.

Best wishes to Ed, Sam and Jim for success - and satisfaction - in their new roles.

REMEMBERING PATRICK CAMPBELL

1923 - 2017



Caricature by John Pierre Cagnat

Patrick Campbell was member #1 of the Canadian Aerophilatelic Society. The inaugural meeting took place during CANADA 84, which was held at Place Bonaventure in Montreal, from October 25th to 28th 1984. - Patrick enjoyed telling how he became our member #1:

"The American Air Mail Society had a table, and I think Ken Sanford was running that. . . At some point the formation of a Canadian society was suggested and we all trooped off to a bleak concrete room where the subject was discussed at length. Eventually I got up and asked "where do I sign" so someone produced a piece of paper and I was the first to sign. . . I guess I wanted to get back to the show."

Patrick was very active in Aerophilately, and contributed regularly to the Canadian Aerophilatelist on a wide variety of topics. He received the Canadian Aerophilatelist Editor's Award in 2000, for his many contributions to our journal.

He also developed major collections of Russian philately, was very involved with the Lakeshore Stamp Club, judged at numerous philatelic exhibitions, and was Chair of the Judging Committee at several Royal Philatelic Society of Canada National Exhibitions.

Patrick, however, was a man of diverse and intense interests. For example: he became interested in Sherlock Holmes in 1987; served seven years as Sovereign of the Bimetallic Question of Montreal - the second oldest Sherlockian society in Canada; and published three books of Sherlock Holmes mysteries, written in the style of Sir Arthur Conan Doyle.

The caricature above is taken from one of these books - *Shades of Sherlock* - in the preface to which Patrick described his early years:

I was born in Selkirk, Manitoba, in 1923, by which time most of the Sherlock Holmes Canon had been written and published, although four of the Adventures were yet to appear.

While I was born and brought up in Western Canada, I travelled, by ship of course, over to England and went to a boarding school. Here many of the bedrooms were lit by gas, and the heating in the common rooms, for there was no heating at all in the bedrooms, was also by gas.

We travelled to and from school in colourful trains drawn by steam engines, and we left on holidays from Waterloo, Victoria or Paddington. To cross over to the Isle of Wight, we took the paddle steamers.

The cries of street vendors were still to be heard in the streets of London, and horse-drawn delivery vehicles were still the norm. The houses of London were still heated, and I smile as I use the term, by coal burned in open fireplaces, so I was surprised to find, when I climbed a tree, for I was still young enough for that, to find I was filthy with soot. In Canada, I had never heard of a dirty tree!

Those coal-burning fireplaces caused, of course, the impenetrable fogs for which London was famous, so the fogs described in the Canon are familiar to me, as I have known the strange way in which one could become entirely disoriented in what we called a "pea soup" fog in London.

It was therefore quite natural for me to visualize the adventures of Sherlock Holmes and Watson, whom I have always regarded as my contemporaries, for I am quite familiar with the world in which they lived, and with many of the places they went to solve their mysteries.

After his school years, Patrick was apprenticed to D. Napier & Son from 1940 to 1944 and was employed at the Royal Aircraft Establishment, Farnborough. He was next a disarmament officer with the Control Commission for Germany. This was followed by a year at the College of Aeronautics, Cranfield, and some time with the Bristol Aerospace Company (Engines Div.) He returned to Canada in 1952 and was employed by Canadair until 1984, then spent a further period, to 1997, on the Canadian Patrol Frigate program. Patrick then became very involved in volunteer work with the Montreal Aviation Museum, (previously named the Canadian Aviation Heritage Centre). He was the Director of Manufacturing, and guided a number of projects including construction of a full-scale replica of a Fairchild FC-2 Razorback; the restoration of a Fairchild Bolingbroke; building a replica of a Bleriot XI; and the construction/restoration of a Curtiss-Reid Rambler: a trainer airplane conceived in 1928 for the many emerging flying clubs throughout Canada.

In 2014 Patrick received the CANADIAN AERONAUTICAL PRESERVATION ASSOCIATION ACHIEVEMENT AWARD, which is presented: To honour an individual who has over a significant period of time made a major contribution towards the preservation of Canada's aviation history, its historic aircraft, and its artifacts.

Patrick may have been 94, but he stayed extremely active until very recently. - At the end of October I heard from Diana Trafford that:

I gave a talk last week to the Montreal Canadian Aviation Historical Society chapter on the Webster Memorial Trophy, and the Curtiss-Reid Ramblers flown by John Webster. Patrick was there and eager to show his ticket from his first airplane ride - in a Rambler. He was a key figure - probably THE key person - behind the Montreal Aviation Museum's project of building a replica of a Rambler I. The official roll-out is planned for next week. Another of Patrick's pet projects has been to rebuild or build a Norseman for display. A few weeks ago a tractor trailer load of Norseman wings, fuselage, etc. arrived at the Museum. No one could have been more excited than Patrick.

Patrick was a remarkable person. - He will be missed by many people.



The Montreal Aviation Museum's Curtiss-Reid Rambler.

HOW I BECAME AN AEROPHILATELIST #4

Don Fraser

When I began collecting stamps, my main interest was in Canada and the British Commonwealth. Some years later I acquired a small collection of covers from several Canadian Arctic outposts. It was the cancels from these Arctic outposts which caught my eye, and got me interested in Aerophilately.

One such cover that caught my interest was a registered cover from Edmonton, Alberta, with a hand stamp "VIA AIR MAIL", and in pen via Aklavik, both in upper left corner. It was postmarked in Edmonton Jun 25/30, and addressed to G.E. Reynolds, Herschel Island, Canada. This address was crossed off with a hand stamp "NOT CALLED FOR". Postage was 15c Scott # 155 and 5c Scott # C1. On the back of the cover are two EDMONTON circular date cancels, Jun 25 /30; HERSCHEL ISLAND N.W.T., SP 2/30; HERSCHEL ISLAND, YUKON, AM / JAN20 /31; FORT McMURRAY, ALBERTA, MAR 17/31; a registered handstamp HERSCHEL ISLAND /N.W.T.; a circular date REGISTERED handstamp Fort McMurray, N.W.T. dated 1930/OCT/8; and a handstamp RETURNED TO GEORGE E. REYNOLDS / 101-15 F—N AVE. / HOWARD BEACH L. I. NEW YORK CITY.

I became a member of the British North America Philatelic Society in 1965. Several years later a BNAPS group was re-activated in Winnipeg with fifteen members. We met about three times a year in a church hall. Three of the members of this group were Don Amos, Ted Mayo and Dave Whiteley. All three were interested in Aerophilately and encouraged me to join The Canadian Aerophilatelic Society, which I did and have enjoyed it immensely!

One of the most memorable BNAPS shows I attended was in Halifax in 1971, which was held at the Hotel Nova Scotian. Major R.K. Malott, chairman of the airmail study group, presented a most interesting talk on "Early Maritime Airmails". This being my first BNAPS show I was greatly impressed and have attended well over thirty shows since then.

EDITOR'S NOTE: Thanks Don.

I have mentioned before, that while "stamp collectors" write a lot about stamps, cancellations, routes and rates, etc., very little is written about "collecting".

I hope that more members will send in their own account of "How I became an aerophilatelist", so that we can continue this series.

IN MEMORIAM - BILL TOPPING

Bill was an accomplished aerophilatelist, well known for his book on the Yukon Airways and Exploration Company Limited, published in 1996.

According to Bill's obituary in the Vancouver Sun:

William Ellis Topping, born January 18, 1928, passed away peacefully on October 21, 2017. William was born in Everett, Washington, USA and moved to Vancouver, BC at the age of four.

William paralleled a long career as a teacher in Vancouver and area High Schools with an equally dedicated study of and writing on the postal history of Western Canada. For many years, he and his late wife Marion led summer tours to China for students and other interested travellers. As soon as school was out for the summer, William would pack up his family and drive across Canada, stopping to camp along the way. William was an avid stamp collector and was a member of the Royal Philatelic Society of Canada and the Canadian Philatelic Society of Great Britain for many years. Among other interests, Bill compiled and exhibited an award-winning collection of Canadian semi-official airmails and wrote Yukon Airways and Exploration Company Limited: A Pioneer Air Mail Company. William also enjoyed researching genealogy and was an avid bird watcher.

SECRETARY'S REPORT

Welcome to two new members:
#471 Steve Davis of Calgary AB
#472 Terry Wilson of Calgary AB

Brian Wolfenden

AMCN2 EDITOR'S REPORT

The general plan for revising The Air Mails of Canada and Newfoundland was described in the June 2017 issue of this journal.

I have now had the opportunity to discuss this plan at the CAS AGM in Ottawa; a combined meeting of the CAS and British North America Philatelic Society's Air Mail Study Group at BNAPEX in Calgary; and at our Day of Aerophilately in Toronto.

There is general agreement that the new catalogue should be the same size as the old one, and that in order to include new information, some existing sections will just be reviewed/updated rather than reprinted.

There is also agreement that the advantages of reorganizing the Semi-Official section on a chronological basis, outweigh the disadvantages inherent in changing the existing catalogue numbers.

I am still optimistic that most of the work on the revised catalogue will be done by this time next year.

Chris Hargreaves

A CHRISTMAS TIME QUIZ

Past issues of our Seasonal Special Journal, have often featured questions or a quiz related to aerophilately or aviation.

This year we have a variation of that tradition - we are borrowing questions from Jeopardy.

For overseas readers who are not familiar with Jeopardy, it is a very popular day time television quiz show.

Contestants are presented with general knowledge clues in the form of answers, and must phrase their responses in the form of questions. The show has appeared daily since September 10, 1984: over 7000 episodes have been aired.

On September 18th 2017, the topic "Stamping Philately" was featured on Jeopardy.

The questions are given below, so that readers can try and answer them. - A report about the episode from Linn's Stamp News is given on the next page.

- Q1. These stamps went on sale in 2007 to guard against price increases, but a 2-cent decrease in 2016 surprised many.*
- Q2. Don't be be-fudd-led that collectors saved more than 40 million stamps of this cartoon critter in 1997.*
- Q3. The (in)famous 1918 Inverted Jenny showing a plane upside down was fittingly issued for this 7-letter type of delivery.*
- Q4. "A first set of stamps with this leader were printed in England but intercepted by the Union. A second set made it through." - A video screen showed the image to the right:*
- Q5. Identify the artist whose famous portrait appears on a 1934 stamp honoring mothers of America*

Contestants tackle 'Jeopardy!' stamp category

Linn's Stamp News - September 24, 2017.

Jeopardy! returned to the subject of stamps in a category on the Sept. 18 episode.

The category titled "Stamping Philately" appeared in the first Jeopardy! round.

Following the familiar answer-and-question format of the show, the category contained five clues about United States postage stamps, each read aloud by host Alex Trebek. The contestants competed to respond to each statement with an appropriate question.

On Monday's episode, the contestants were Angela Ward of Texas, Andy Hyland of Kansas, and returning two-day champion Ellen Wernecke of Illinois.

Hyland selected the first philately clue, valued at \$200, which read, "These stamps went on sale in 2007 to guard against price increases, but a 2-cent decrease in 2016 surprised many."

Hyland rang in first with the correct response: "What are forever stamps?"

He then left the category to select a clue from another, but returned to philately after all other clues had been chosen.

He called for the \$600 stamp clue next, which stated, "The (in)famous 1918 Inverted Jenny showing a plane upside down was fittingly issued for this 7-letter type of delivery."

Ward rang in and asked, "What is airmail?"

Her correct response gave her the right to select next, and she picked the \$400 clue.

Trebek read the clue, which led Hyland to ring in with an incorrect response citing Elmer Fudd. Ward then followed up to correctly identify Bugs Bunny as the subject of a popular 1997 stamp.

The wording of the \$400 clue was "Don't be be-fudd-led that collectors saved more than 40 million stamps of this cartoon critter in 1997."

The \$800 clue selected next by Ward was a video daily double, which allows the contestant to name a wager value before the clue is revealed. Ward chose to wager \$1,500.

The video screen showed an image of the 1862 5¢ light blue stamp issued by the Confederate States of America, as Trebek spoke: "A first set of stamps with this leader were printed in England but intercepted by the Union. A second set made it through."

Ward promptly and correctly replied, "Who is Jefferson Davis?" to add to her lead in the game.

The last clue in the category, for \$1,000, asked contestants to identify the artist whose famous portrait appears on a 1934 stamp honoring mothers of America. And Ward again rang in with the correct response, "Who is Whistler?"

The 3¢ Mothers of America stamp (Scott 737 and 738) reproduces James Whistler's famous painting, "Arrangement in Gray and Black No. 1", more commonly known as Whistler's Mother.

Ward's success in the philately category was indicative of her overall effort: At the end of the game, she was the top scorer and new champion, with winnings totaling \$11,000.

Stamp clues appear periodically on Jeopardy!, which challenges contestants with categories from almost every aspect of life and history.

The episode broadcast May 9 in the previous season included a category titled "On a Postage Stamp," which was reported in the May 29 Linn's Stamp News.

Jeopardy! began its 34th season in syndication Sept. 11. The show, which won the 2017 Emmy Award for Outstanding Game Show, is produced by Sony Pictures Television.

CHRISTMAS GREETINGS FROM DICK MALOTT



Christmas Greetings to all our Canadian Aerophilatelic Society (CAS) members. I wish you all good health, happiness and financial stability. In retrospect as a Past President of our CAS I am very gratified to see the steady development of the CAS in membership, financial stability and out reach to youth and new members. The work of Chris Hargreaves, Brian Wolfenden and our current president Steve Johnson has been outstanding and relentless. Their success has been possible by the dedicated work of the other members of the Executive Committee, Tony Hine, David Crotty, Walter Herdzik, Neil Hunter, Gord Mallet, Sandy Freeman and Layout Editor of the Canadian Aerophilatelist, Paul Balcaen. The demanding work for the revision of the "Air Mails of Canada and Newfoundland" continues under Chris Hargreaves, Dick McIntosh and David Crotty. We all should be thankful for the dedication of these illustrious members of the CAS. The contributions of our members in providing research data and funding should not be overlooked as the membership support of the Executive keeps the CAS developing to greater status.

I have chosen this year to show a Christmas card from the late Don Amos of Winnipeg. Don was the doyen of Canadian Aerophilately in the late 1920's and early 1930's. As a postal employee he was at the center of air mail activities. He maintained invaluable records that formed the basis of Canadian Aerophilatelic data to this day. I salute the memory of Don Amos, a Fellow of the Canadian Aerophilatelic Society.

This year, 2017, has been most significant for me for two reasons. First I suffered a cardiac arrest on 16 January 2017 while in hospital for a check-up. The result was the immediate implant of a pacemaker at the University of Ottawa Heart Institute (UOHI). The second event was my 90th birth day on 31 October 2017. Yes, I was a Halloween surprise or maybe either a trick or a treat.

Please remember to keep Christ in Christmas.

Dick Malott

1919 - "MARTINSYDE" ATTEMPTED TRANS-ATLANTIC FLIGHT

Thanks to GEORGE DRESSER for passing on the illustration and description of this very rare cover.

It was listed as Lot 405 in Cherrystone Philatelic Auctioneers sale of "Rare Stamps and Covers of the World", November 1-2, 2017.



1919 3c "Martinsyde" manuscript overprint "Aerial Atlantic Mail, J.A.R." handwritten overprint applied by Postmaster General J. Alex Robinson on a 3c Caribou (117), tied by St. John's machine cancel, April 19, 1919 on cover with "Per Aeroplane Raymor Newfoundland to Britain, by courtesy of Major Morgan and F.P. Raynham Esq." corner address in manuscript, backstamped London, Jan. 7, 1920, re-addressed, with Great Britain 1 1/2d George V adhesive added to pay local forwarding charges, v.f., signed H.R. Harmer, Dalwick and Bojanowicz, with 1983 Dena certificate. This provisional was made by W.C. Campbell, the Secretary of the Postal Department. Stanley Gibbons states that 25 to 30 used examples are known. In 1919, the London "Daily Mail" offered a £10,000 prize for the first non-stop flight over the Atlantic. The 1st plane, known as the Hawker, was forced down in the Ocean about 1,000 miles out. A second plane, the "Martinsyde" Raymor, piloted by Major F.P. Raynham and navigated by Major C.W.F. Morgan, also competed for the Daily Mail's prize. The crew arrived at St. John's on April 10, 1919 and made a valiant effort to assemble their plane in the shortest time possible. The first attempt was made on May 18, 1919. On takeoff the aircraft dipped in soft spot, the landing gear dug in and the aircraft hit the ground and was severely damaged. The navigator, Charles W.F. Morgan, sustained injuries that incapacitated him for a second attempt. The mail was eventually delivered by sea. Catalog #SG 142a Catalog Value £30,000

For more information on Cherrystone Auctions see www.cherrystoneauctions.com

KATHERINE STINSON'S 1918 CALGARY - EDMONTON FLIGHT

Covers, Questions and Commemoration

Gord Mallett



Figure 1

On July 9 1918 Katherine Stinson piloted her Curtiss Special biplane from Calgary to Edmonton carrying a mailbag containing a reported 259 letters. She was aided by the Canadian Pacific Railway line, a map of Alberta and a compass. The biplane had been custom-built using components from a number of other World War I era aircraft. The plane's most distinguishing feature was a large red cross painted on its rudder. - Katherine was involved in Red Cross initiatives to help generate funds for war relief work in Europe.

After being forced down temporarily for minor engine fine-tuning en route to Edmonton she resumed her flight once again, arriving at the northern city's exhibition grounds at 8:00 pm. Over the course of the 190 mile flight the biplane averaged 88 mph for an elapsed time airborne of 2 hours 10 minutes.

As the bird girl (a name affectionately coined by the press) approached the Edmonton Exhibition grounds after her two-hour flight, there was great excitement. A newspaper reporter described the scene in glowing terms:

"Here she comes!" shouted a thousand voices, and many times that number of necks were craned upwards; and twice as many again of eyes stared into the grey-blue depths of the southern sky.

Far away, looking like some great bird, but approaching with a speed and steadiness which differentiated it from any bird, was what at first was little more than a mere speck in the heavens. As it drew near it assumed the familiar shape of an aeroplane. Then the outstretched wings of a biplane were discernible and the up-curling rudder, marked with a big red cross.

The purr of the motor was heard, in an ever rising crescendo, and, five minutes after it was first sighted, Miss Katherine Stinson's long and anxiously-awaited machine, rapidly swooping earthward was circling around

preparatory to landing on the race track enclosure at the Exhibition grounds. There was a rush of people to the enclosure, which police and fair officials were powerless to resist. They were swept out of the way like straws.



Figure 2



Figure 3 - Mail handed over on arrival to Edmonton Postmaster G. S. Armstrong. City Exhibition Manager W. J. Stark is standing alongside him.

It was the first time in the West and the second in all of Canada that mail had been transported by air.

The aviatrice's feat is also of special note as it was the first-ever flight between major urban centres in Western Canada, previous flights having been limited to the centres themselves in aircraft constructed on site or transported there by rail.

In like manner, her trip constitutes the first-ever landing on terrain in the immediate vicinity of present-day Calgary International Airport. She was temporarily forced down at that location for minor engine fine tuning, just minutes after lifting off from the city's North Hill area.



Figure 4a - Outside

More than twenty mailed covers carried aboard the July 9 1918 Stinson flight have survived, almost all of which are now in the hands of collectors.

Five are ordinary postal envelopes, such as Figure 1; one is a folded map sealed with red legal stickers; most of the others are folded letterheads, also sealed with stickers, such as Figure 4.

A proof strike of the slogan cancel handstamped on these covers has been discovered by chance in Calgary's Glenbow Museum Archives! - See Figure 5.

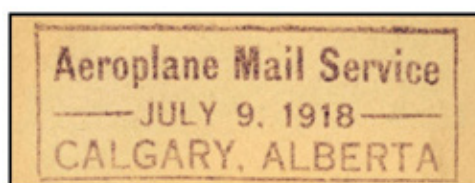


Figure 5

Courtesy of Glenbow Museum Archives

HONORARY PRESIDENTS:

HON. T. A. CRERAR
Minister of Agriculture
for Canada

HON. DUNCAN MARSHALL
Minister of Agriculture
for Alberta

M. C. COSTELLO, M. D.
Mayor of Calgary

MEMBER OF
AMERICAN ASSOCIATION
OF FAIRS AND
EXPOSITIONS

AMERICAN TROTTER
ASSOCIATION

ALBERTA AGRICULTURAL
FAIRS ASSOCIATION

WESTERN CANADA
FAIRS ASSOCIATION

GRAND PROGRAM OF
ATTRACTIONS

TWO DAYS AUTOMOBILE
RACING

Attendance, 1917: 110,028

1918 CIRCUIT DATES:

CALGARY, June 28 - July 6
EDMONTON, July 8-13
SASKATOON, July 15-20
BRANDON, July 22-27
REGINA, July 29 - Aug. 3
MOOSE JAW, July 10-13
SWIFT CURRENT, July 15, 16
MEDICINE HAT, July 18-20
LETHBRIDGE, July 22-26
RED DEER, July 29-31
CAMROSE, Aug. 1-3
NORTH BATTLEFORD, Aug. 5-7
PRINCE ALBERT Aug. 8-10
WEYBURN, Aug. 5, 6, 7
YORKTON, Aug. 5, 6, 7

1918 DATES TO REMEMBER:

Auction Sale of Purebred Bulls,
Beef Breeds, Calgary, March
20 to 29.--Entries close Feb. 26.

Spring Horse Show, Calgary, March
26 to 29.--Entries close March
11.

Auction Sale Purebred Bulls, Beef
Breeds, Lacombe, May 29.--
Entries close April 29.

Calgary Industrial Exhibition, June
28 to July 6.--Entries close
June 13

Co-operative Sale of Wool, Calgary,
August 8.

Calgary Horticultural Show, Aug.
21, 22, 23.--Entries received Aug.
5 to 10.

Auction Sale of Sheep, Calgary,
Oct. 30.--Entries close Sept. 30.


Auction Sale of Dairy Cattle and
Swine, Calgary, October, 31.--
Entries close Sept. 30.

Alberta Provincial Poultry Show,
Nov. 26, 27, 28, 29.--Entries close
Nov. 15.

Alberta Winter Fair, Calgary, Dec.
10, 11, 12, 13.-- Entries close
Nov. 26.

Auction Sale of Cattle, Females
of Beef Breeds, Calgary, Dec.
10 to 13.--Entries close Nov. 11.

E. J. DEWEY, President
FRED JOHNSTON, 1st Vice-Pres.
E. D. ADAMS, 2nd Vice-President
E. L. RICHARDSON, Manager



CALGARY INDUSTRIAL EXHIBITION

COMPANY, LIMITED

CALGARY, CANADA July 9th, 1918.
PHONES M2506. M2732

Mrs. J. E. Hall,
C/o Miss Jessie Montgomery,
Edmonton, Alta.

Dearest Mother, -

This is written in the greatest
haste, just so you would have a letter carried
by the first aeroplane mail service in Western
Canada and the second in all Canada, and
especially as it is to be carried by Miss
Katherine Stinson, whom you know.

Yours with love,

Amy

Figure 4b - The letter inside.

The cancel on the envelope in Figure 6 looks identical to the Glenbow Archives proof strike. Examination of the 3-cent Admiral postage stamp however brings to light a puzzling fact; the stamp was first in circulation in 1923, five years after the aviatrix's Calgary to Edmonton inaugural flight!

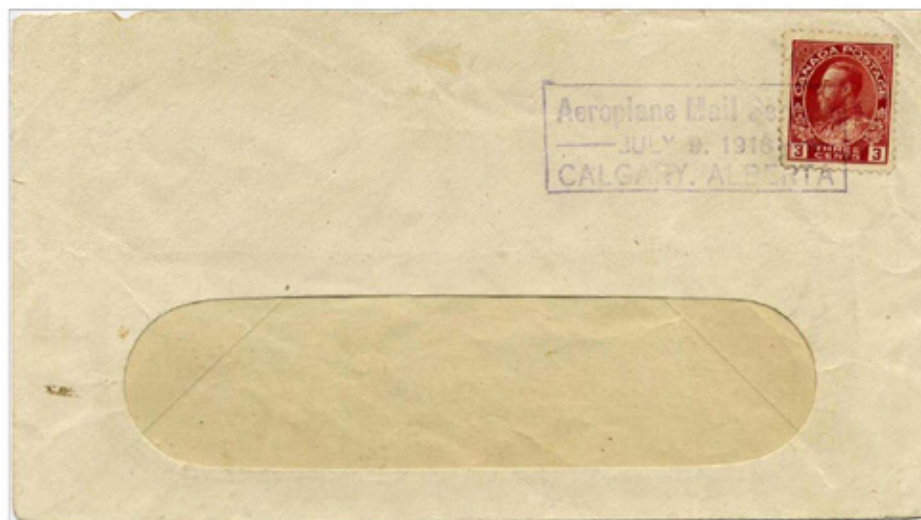


Figure 6

At the outset, it appears a certainty that this cover is a forgery displaying a faked cancellation. Surprisingly though—further scrutiny of the envelope and of other covers that bear the same slogan cancel leads to a different conclusion.

A handstamped inscription in fine maroon lettering is imprinted inside the window envelope, above the window:

**Fred Jarrett
Box 214
Toronto, Can**

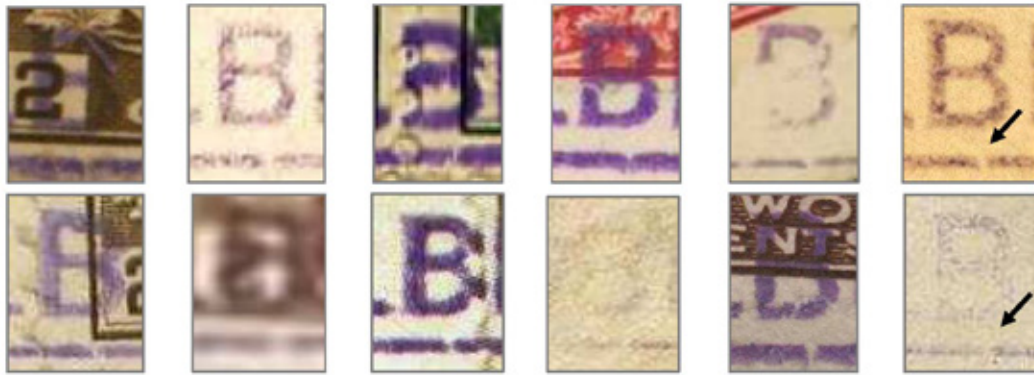
Figure 7 - Facsimile of handstamp inside envelope.

It is thereby evident that the envelope is the 'handiwork' of Fred Jarrett, "The Doyen of Canadian Philatelists" as named in Canada's Postal Museum located in Ottawa. He received the Order of Canada in 1974, the first time the award was granted for significant achievement in philately.

Walsh NEWFOUNDLAND Specialized
Stamp eCatalogue 10th ed., 2016 color;
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Walsh BRITISH NORTH AMERICA
Specialized Stamp eCatalogue 10th ed.
2016 Color; 624 pgs. www.nfldstamps.com

- stamps; airmails; flights; forgeries; die proofs; unissued essays; revenues; stationery; Government Official flights; semi official airmails and flights •



July 9 1918 slogan cancel scans

Figure 8

A slogan cancel flaw common to the July 9 1918 flown covers is detectable in the scans shown in Figure 8. In each of the scans the area directly under the letter 'B' in ALBERTA reveals a tiny gap in the cancel's border. The only plausible explanation is that there was an imperfection in the handstamp—a notch in the rubber. Arrows pinpoint the border gaps in the Glenbow Archives proof strike (upper right) and the window envelope cancel (lower right). It is clear that all of these slogan cancel impressions were applied with the same handstamp!

The original postage stamp possibly became unattached and a number of years later was replaced with the 3-cent Admiral. If correct, restoration of the upper right corner of the cancellation has allowed the envelope to be 'reclaimed for philately'—the handiwork's honest intent validated both by Jarrett's personal handstamp and his use of a later-period postage stamp. It is likewise a possibility that the window envelope was flown stampless and years later the 3-cent Admiral was attached and cancelled using the genuine Aeroplane Mail Service handstamp that was located.

Two window envelopes like this have been recorded. - The one in Figure 6 is in my collection of Stinson memorabilia. The other envelope - Figure 9 - is 'out there' somewhere.

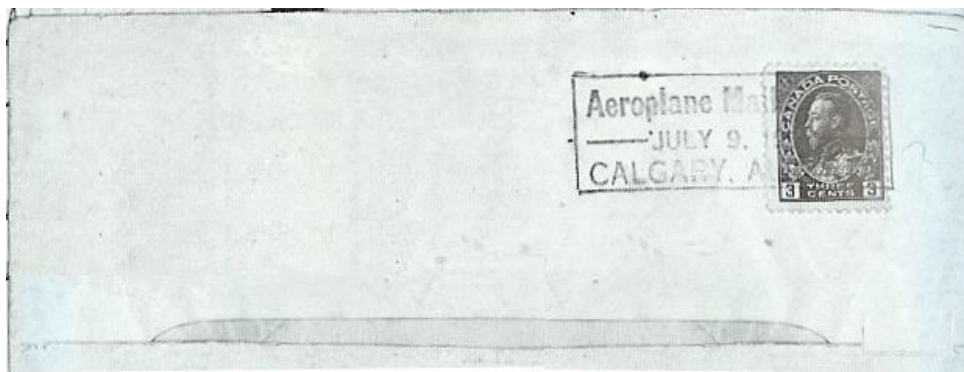


Figure 9

Figure 9 was initially auctioned in the Robert A. Siegel Galleries Inc. September 16 1990 sale of the Robert T. Stevens Worldwide Air Post Cover Collection. [Lot 581 reads, "Calgary-Edmonton, July 9 1918 (AAMC 8). Violet three line cachet 'Aeroplane Mail Service, July 9 1918, Calgary, Alberta', but no Edmonton backstamp, some slight creasing, o/w Fine."]

The same envelope was listed again in a March 18 1992 Charles Firby auction. The write-up of auction Lot 386 reported the cover's provenance as "Ex: Stevens" and identified it as a "Commercial window env (no contents)."

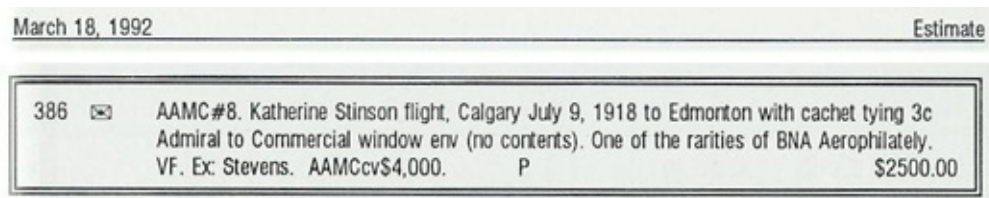


Figure 10 - The listing of "Figure 9" in Firby's catalogue.

INFORMATION WANTED:

1. Does the window envelope in Figure 9 reside in the collection of any CAS member?
2. If so, does the envelope display Fred Jarrett's personal handstamp inside, above the window?
3. There are 23 known PF-7 covers. Have any of those July 9 1918 Stinson-flown covers appeared in philatelic auction catalogues the last several years? Such information would be useful in helping to update a 2013 investigation of Katherine Stinson's Flights in Canada. A PDF copy of that 130-page study is available to any interested CAS member. Contact gdmall@telus.net

JULY 9 2018 RE-ENACTMENT FLIGHT:

WestJet Airlines and the Canadian Aerophilatelic Society are collaborating in marking the Centenary of Katherine Stinson's July 9th 1918 pioneering intercity flight.

Planning linked to the July 9th 2018 re-enactment includes:

- design and preparation of commemorative envelopes, with explanatory enclosures, to be flown aboard one of WestJet's nine daily northbound flights from Calgary to Edmonton,
- addressing an envelope to each Canadian Aerophilatelic Society member as well as to a number of WestJet personnel and other parties interested in aviation and air mail history,
- arranging for handing over of the mailbag containing the envelopes to the WestJet pilot at Calgary and for the envelopes to enter Canada Post's distribution system on arrival at Edmonton,
- preparation and setting up of a Katherine Stinson exhibit at Calgary's passenger boarding lounge,
- preparation of articles with related pictorials for The Canadian Aerophilatelist journal, the in-flight WestJet Magazine and various other media publications,
- arranging for Calgary and Edmonton TV/radio reporting (before and/or after the flight),
- maintaining contact with YYC (Calgary) and YEG (Edmonton) airport authorities, both of whom have expressed interest in supporting the event,
- preparation of a pre-flight announcement to be made to the WestJet passengers waiting in the Calgary to Edmonton boarding lounge area,
- distributing a commemorative envelope with enclosures to each passenger aboard the Calgary to Edmonton Centenary flight. (See proposed design in Figure 11)

Want lists welcome
203A Woodfield Drive,
Nepean, Ontario K2G 4P2
www.brianwolfenden.com

Wolfenden
Canadian Flight Covers

See my table at the
Ottawa Stamp and Coin
Dealers Monthly Bourse
At the RA Centre

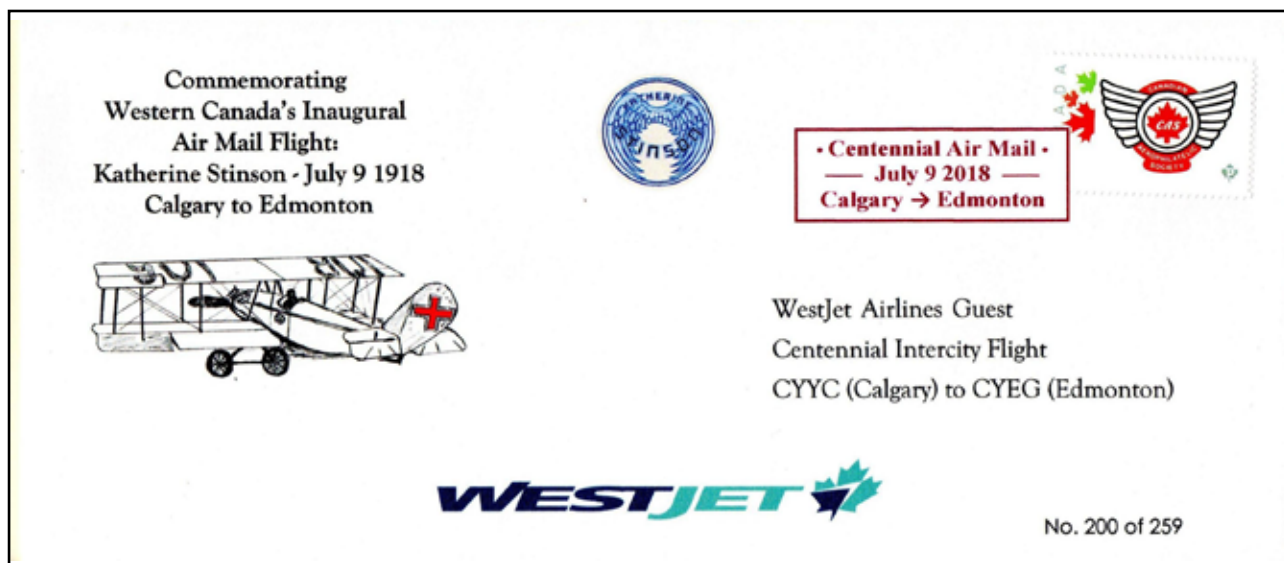


Figure 11 - WestJet refers to its passengers as “Guests”.

EDITOR’S NOTE: Many thanks to Gord Mallett for organizing this commemoration: it should be terrific!

1939-ST. LAWRENCE AIR MAIL SERVICE

In the past, there has been a conflict between authors, as to whether or not the air mail service between Montréal and Atlantic steamships passing Rimouski operated during the summer of 1939, or whether it was considered redundant because of the Trans-Atlantic air mail services, and cancelled.

Many thanks to DIANA TRAFFORD, who during her research in the Manitoba archives, found the correspondence which establishes that:

- it was at one time proposed to cancel the service
- but the service did in fact operate until the beginning of the war.

The letters are reproduced in full below, as they also give useful information regarding the anticipated state of airline services in 1939; how the Rimouski air mail, steamers, and railway mail services sometimes did, and sometimes didn’t coordinate; and the basis on which the air mail contract was paid.

28th February 1939: Internal memo from W.H. Coates, Treasurer of Québec Airways Limited, to G.W. Hutchings, Vice President of Québec Airways Limited.

NEXT ISSUE DEADLINE

THE CANADIAN AEROPHILATELIST

is produced quarterly in March, June,
September and December.

If you have anything you’d like to be included in
the next issue, please send it to the editor:
(please use high res images/jpegs - 300 dpi)

Chris Hargreaves,

4060 Bath Road, Kingston,
Ontario K7M 4Y4

Email: hargreavescp@sympatico.ca

by February 1st.

February 28, 1939.

G. W. Hutchins, Esq.,
Vice-President,
Quebec Airways Limited,
Montreal, Que.

RE: Cancellation Montreal-Rimouski Summer Air Mail

Dear Sir:

Notification from the Post Office Department at Ottawa to the effect that there will be no ocean air mail service this summer between Father Point and Montreal, while not unexpected, places Q.A.L. in an awkward position as regards disposition of its aircraft on remunerative work during the summer months. If by any chance we could obtain the continuation of this contract for this summer, it would put us in a stronger position for continuing with the North Shore mail next winter and to establish a service between Montreal and Quebec this summer with a view to obtain the contract for Air Mail feeder service between those points. It is proposed therefore to take immediate steps in an endeavour to influence the Post Office Department to re-consider their decision re this cancellation, based on the following arguments:-

1. The Post Office department claims that since Imperial Airways will be inaugurating trans-Atlantic service this summer and Trans-Canada Air Lines will be flying air mail regularly from Montreal to western points, there is no longer any justification for the air service between Rimouski and Montreal. According to various items of information received, Imperial Airways are quite short of suitable aircraft for use on the Trans-Atlantic service, and it is extremely doubtful whether more than a few experimental mail flights will be undertaken by them across the Atlantic this summer. It is also understood that little improvement work has been effected on the new airport at Moncton. It is considered that regular T.C.A. flights from Montreal to the Maritimes will not take place before the end of the summer.

Therefore until such time as Trans-Atlantic flights are regularly carried out, there is as much justification for air mail service between Rimouski and Montreal as there has been during the past ten years, more in fact, since the type of equipment we are now using is much faster, more reliable and our percentage of completed trips is higher than in the early days of the service. Mail put off at Father Point in the early morning can be flown to Montreal in time to connect with planes for Boston at 9:30 A.M. and 2:15 P.M., for New York at 2:15 and 7:15 P.M., and for western Canada at 9:00 P.M. It is admitted that

.....

if the incoming ocean mail can be put off at Father Point by 5:30 in the morning, such mail can be placed on board a train for Montreal arriving here at 5:50 P.M. This would connect with T.C.A. schedule for western points, but would miss air mail connections for New York and the Pacific coast through the U.S.A. However, boat arrivals may occur at any time during the day or night, and if the mail misses the 6:24 a.m. train westbound from Rimouski, it cannot reach Montreal before 7:30 A.M. the next morning, thus losing about 18 hours on deliveries to Montreal and New York, and 24 hours on deliveries to western Canada points.

2. In the past the bulk of mail flown from Rimouski to Montreal has been first class matter. Air Mail has varied from 50 to 200 pounds and as we have contracted to carry up to 800 lbs., per trip, the balance of our load has been made up with first class mail. In some cases, our total load has been as high as 1100 lbs. The same time saving indicated above for local delivery and forwarding to southern and western points by train, may still be effected by flying 800 to 1,000 lbs. of first class mail from Rimouski to Montreal.

3. As regards eastbound ocean air mail and first class mail, time may similarly be saved by flying it from Montreal to Rimouski to be put aboard the ocean steamer at Father Point. According to present schedule, arrivals ^{are} from Boston at 11:25 A.M. and from New York at 11:22 A.M. and from western points at 12:50 P.M. It is admitted that the Boston and New York air mail may possibly be put on board the eastbound Maritime express leaving Montreal at 12:25 P.M. and reaching Rimouski at 11:57 P.M., but such mail would miss contact with the Empress boats which pass Father Point around 10:00 and 11:00 p.m. though contacting the Duchess boats passing Father Point between three and four a.m. Mail put on the boat train would also miss contact with the Trans-Canada plane from the West which according to present schedule arrives in Montreal at 12:50 P.M. By a late afternoon departure of our mail plane from Montreal to Rimouski all such air mail and other air mail as well as first class mail arriving subsequent to the 12:25 p.m. train departure from Montreal, may be ensured of reaching Rimouski in time to connect with the outgoing steamers.

4. With the inauguration of the fast air mail service offered by T.C.A., it is anticipated that air mail poundage from European countries will increase and for this reason, it appears quite justifiable to expect such mail to be expedited by aeroplane wherever possible and particularly over such a route as Rimouski-Montreal which has demonstrated a worthwhile time saving in the past years.

Suggestions re Negotiations with Post Office Department

1. If it appears that the Post Office Department has an aversion to granting such a contract to C.A.L., there might be less opposition to awarding it to C.A.L. even though it is known to be a subsidiary company.

2. To offer to continue this air mail service on a temporary basis on the same terms as last year until such time as Imperial Airways have established regular trans-Atlantic air mail service.

(Suggestion #1 reads: If it appears that the Post Office Department has an aversion to granting such a contract to C.A.L., there might be less opposition to awarding it to Q.A.L. ...)

COPY

Mr. G. W. Hutchins, Feb. 28, 1939 FOR PAGE 3 INFORMATION

3. To propose to the Post Office Department that we are willing to accept their previous suggested rate of $62\frac{1}{2}\%$ per mile for all flying involved, which would include non-productive ferry flying. This particular basis of payment was advanced by the Chief Superintendent of Postal Services several years ago, but a flat rate of \$1.25 per mile flown with mail was accepted as more favourable to the Company. Such concession might be personally gratifying to the Chief Superintendent of Postal Services at Ottawa, and react to our advantage.

4. In the interest of economy to the Post Office, we might offer to fly mail at the \$1.25 per mile rate from Montreal to Quebec only, when a connection can be made with the outgoing boat at that point, and the next day ferry to Rimouski at the rate of $62\frac{1}{2}\%$ per mile for the next incoming mail. Such an arrangement would enable us to make a later departure from Montreal for Quebec to connect with Duchess steamers and so effect a saving both in time and money.


5. To discuss with the Post Office Department in Ottawa, the necessity of such a summer service between Montreal and Rimouski or an air mail feeder service between Montreal and Quebec, as a necessary subsidy to the operating company during the summer months so that it may continue to give adequate service during the short winter period for carrying out the North Shore winter mail service.

6. Enlist the support of the Rimouski Chamber of Commerce and of the Montreal Board of Trade as well as interested parliamentary members for these districts, in agitating for continuation of this service.

Your comments and instructions as to what course of action we should take in this matter, would be appreciated.

Yours very truly,

QUEBEC AIRWAYS Limited


W. H. Coates,
TREASURER.

WEC:s

QUÉBEC AIRWAYS ANNUAL REPORT
FOR THE FISCAL YEAR ENDED DECEMBER 31, 1939.

(The first sentence on page 2 states Mail flights to Rimouski were cancelled after the outbreak of war.)

QUEBEC AIRWAYS LIMITED
ANNUAL REPORT OF THE DIRECTORS
FISCAL YEAR ENDED DECEMBER 31ST, 1939

To the Shareholders:

The net profit for the year ended December 31st, 1939, amounted to \$6,261.38 compared to \$429.69 for the previous year. Full provision has been made for Retirement Expense and all equipment has been maintained in excellent condition.

Working Capital shows a deficit of \$3,778.24. The current Liabilities include \$2,664.96 owing to Canadian Airways Limited at the end of the year.

Two Dragon Rapides were written off as losses during the year. These were insured and the loss has been collected. One was burned at St. John, N. B., in May, 1939, and the other was lost in September, 1939, but since being written off was located in apparently good condition in March, 1940. Two new Rapides were purchased during 1939 and as of December 31st, 1939, your Company owned 4 Dragon Rapides, all in first class condition, and a Fairchild 71 C which required fairly extensive overhaul.

A comparison of operating statistics is given below.

	<u>1938</u>	<u>1939</u>
Total miles flown	174,958	131,056
Mail carried (pounds)		
North Shore	105,847	129,444
Montreal-Rimouski	31,259	3,089
	137,106	132,533
Freight and Express (pounds)	125,221	108,056
Passengers carried:		
Scheduled routes	3,975	2,639
Non-scheduled routes	276	68
	4,251	2,707

The year 1938, which marked the completion of much construction work at Baie Comeau, was a peak year insofar as North Shore traffic was concerned. There was also considerable activity around Forestville and Godbout in that year. Both these districts were quiet in 1939. To offset this, the situation was improved by the inauguration of daily (except Sunday) mail service between Rimouski and Seven Islands in place of the previous three trips weekly which increased revenues and by the renting of some of your Company's equipment to Canadian Airways Limited.

- 2 -

Mail flights to Rimouski were cancelled after the outbreak of war.

It is with feelings of profound sorrow that we record the untimely passing of Mr. James A. Richardson last June. His contribution to aviation was a by-word in Canada and the inspiration of his presence at meetings of your Company will be sadly missed. Your Directors also record with feelings of deep sorrow the loss of Pilot Joseph Fecteau, an experienced pilot and valuable employee who perished while on Company business last autumn, and of the two passengers, G. H. Davidson and J.C. Cote, who shared pilot Fecteau's lamentable fate.

The loyal and efficient efforts of all the Company's employees is again gratefully acknowledged.

By Order of the Board,

Desmond A. Clarke,

President.

Original document in Archives of Manitoba, Canadian Airways fonds, M-93-4-12/52-7

Thanks Diana!

New British Stamps show “Mail by Air”



The stamps, issued on 13th September 2017 are “Post & Go” stamps: printed on self-adhesive labels and sold by stamp vending machines. The stamps are overprinted with First Class values, and show:

1. First UK aerial mail, 1911: A Blériot monoplane carries mail to King George V at Windsor Castle.
2. Military mail flight, 1919: Mail was flown to troops in Germany on a De Havilland DH.10.
3. International airmail, 1933: A Handley Page HP.42E airliner flying mail over the Egyptian pyramids.
4. Domestic airmail, 1934: The De Havilland DH.84 Dragon II was used by most airlines for carrying mail.
5. Flying boat airmail, 1937: Flying boats carried First Class mail for 1½d within the British Empire.
6. Datapost service, 1980s: An Embraer Bandeirante EMB.110P1 could guarantee next-day UK delivery.

1943 - CZECHOSLOVAKIAN FORCES MAIL

Richard Beith



14 December 1943, unsealed envelope sending a Christmas card to 788348 Sergeant Karel Rybníček, a student at 32 SFTS RAF Moose Jaw, Sask., from a fellow countryman at 31 GRS at Charlottetown M.P.O. 612, Prince Edward Island. (SFTS = Service Flying Training School. It was a RAF station, not RCAF. GRS = General Reconnaissance School)

Rybníček was from Moravia (today the eastern part of the Czech Republic) and had been studying at the Station agronomique at De Grignon, Seine et Oise in France on a grant from the Czechoslovak government when war broke out in Europe. He soon joined the Czechoslovak Army-in-Exile in France. By March 1940 he was a corporal in the Cavalry Squadron. He escaped to Britain on the fall of France and was listed in their Army in Cheshire at the end of July 1940. He later transferred to the RAFVR (Volunteer Reserve) and was sent to Canada to train. He ended up a qualified Navigator, finishing his training at Nassau, Bahamas. On return to the UK he was posted to 311 Squadron as a Flight-Sergeant with a long period from 7 August 1944 to 6 August 1945 at RAF Tain in the north of Scotland. 311 was the only multi-engine Czechoslovak squadron; at Tain they flew Liberators on convoy protection and U Boat hunts. From August 1945 all four Czechoslovak squadrons were based at RAF Manston, Kent, waiting for permission from the Soviets to return to their homeland. Rybníček was now a Pilot Officer. 311's Liberators were reconfigured as transports and started repatriation flights to Prague from RAF Blackbushe in Hampshire. After a week reunited with his family at home he joined the repatriation crews. He was killed on 5 October 1945 when Liberator GRVI KG 867 crashed with an engine fire on take-off from Blackbushe. All the crew were killed.

A sad end to his life.

(He may have taken his wartime souvenirs back home during that visit – I acquired this cover, complete with Christmas card, from a Czech auction house!)

This week has seen the publication of my final Czechoslovak Forces Monograph, covering the forces in the UK from 1940. Includes both soldiers and airmen and, for the first time as far as I know, there is a chapter on the training of Czech airmen in Canada (and The Bahamas), with most of the action at Moose Jaw. Correspondence to and from and within Canada is illustrated.

Officially: Czechoslovak Philatelic Society of GB, Monograph No. 30: *Czechoslovak Forces in the United Kingdom from 1940 – A historical and philatelic study.* viii + 160 pages, full colour A4.

This is the third and final volume in a matching series: Mono 26 (In France 1939-1940), Mono 27 (The Czechoslovak Independent Armoured Brigade in France 1944-1945 and their return home) and this Mono 30 for the time in the UK. All three volumes have separate historical and philatelic chapters, full academic footnotes and bibliographies.

Price for Mono 30: £ 22.50 + postage (weight around 625 g including card backed envelope). Enquiries to rexdixon@btinternet.com or via www.cpsgb.org.uk

SALUTE TO CANADIAN PACIFIC AIRLINES SEVENTY - FIVE YEARS

Mike Shand

There was a time when Airline Companies, not just in Canada but around the world, seemed to be coming and going faster than the planes they flew. In wartime 1942 a group of some 10 smaller Companies in Canada, including Yukon Southern, became registered as Canadian Pacific Airlines.



Ordinary letters to Hawaii were 7 cents.



Letters to Australia (even returned) were .25c
This seems a booklet pane: imperf around edges.

This opened June 1955 and their advertising blurb of the time says:

"Our fleet of silver-hued DC-6B Empress airliners flash passengers over the 4,825 mile route in two gigantic hops."

They applied to the Govt. in 1944 for a trans-continental license, but this was not granted till 1958 due to legendary battles between Grant McConachie, the power behind CPA, and C.D. Howe, the Government Minister so powerful that R.E.G. Davies in his book "Rebels and Reformers of the Airways" thought he was Prime Minister.

So in 1949 they took on Trans-Pacific Routes to Hawaii, Australia, Japan and Hong Kong, which budding Air Canada (TCA) forecast as 'unprofitable'. So much for forecasters!

The planes used were DC-4M, and negotiations were not easy with other countries also seeking routes. One can imagine the discussions of McConachie and Wop May with General MacArthur, who was still in charge of Japan at the time!

Subsequent expansion saw CPA move into Mexico and South America, but one of their more interesting decisions was to open Polar service From Vancouver to Amsterdam. (They could not get access to London or Paris.)





And with even greater hype, adds:
 "lifting gently off the runway at the inaugural
 (we remember) Robert Peary who reached
 the North Pole 46 years ago, travelling by
 dog team, whereas today's adventurers can
 pioneer, complete with indoor plumbing,
 aboard the most luxurious mode of travel yet
 designed by man."

While possible to smile at the language, one wishes that today's airlines took the same pride while squashing people aboard like cabbages.

CPA added Eastern Provincial Air in 1984 and Nordair in 1985, before disappearing itself into Pacific Western in 1987.

At least be thankful that they left us the benefits of indoor plumbing on today's aircraft.

HAPPY HUNTING.

Mike



EDITOR'S NOTE: I'd like to add a salute to Mike, who has sent me a contribution to our December journal every year since the "Seasonal Special" was introduced in 1995!

Thanks Mike.



Canadian Pacific DC-6B

Hotel at landmark TWA terminal aims to evoke jet-age style

Thanks to KATHY HARTLEY for sending in this article: it's neat to see a commercial interest in aviation history.

The Globe and Mail, 17 Oct 2017 - KAREN MATTHEWS



The long-closed TWA Flight Center, opened in 1962, will become the lobby of a new hotel at New York's JFK International Airport in 2019.

When it opened in 1962, the sleek TWA terminal at New York's JFK International Airport was the embodiment of jet-age style. Now, construction is under way to transform the landmark into a \$265million (U.S.) hotel that will conjure the same glamour, smack in the middle of an airport better known for controlled chaos than comfort.

The hotel, being built by New York-based MCR Development, will include two new buildings with 505 rooms, a rooftop pool, an observation deck where guests can watch planes take off and a museum stocked with artifacts from TWA's golden age of air travel.

But the starring feature will be the long-closed TWA Flight Center, designed by architect Eero Saarinen. It will be preserved, along with its Charles Eames furniture and Noguchi fountain, as the hotel's lobby.

"I've loved the TWA building since as far back as I can remember. It's such an incredible structure," said Tyler Morse, chief executive of MCR Development. "It's this cacophony of mid-century modern design all under one roof," he said. "To bring that back to life was very exciting."

The gull-winged terminal, which looked like something out of the TV show *The Jetsons* and opened the same year as the animated series, was a symbol of flight and a favourite project of Saarinen, who also designed the St. Louis Gateway Arch.

It closed in 2001 when TWA was acquired by American Airlines.

The iconic structure is protected by the city as a landmark and can't be torn down, but its destiny was

uncertain before the Port Authority of New York and New Jersey, which operates the region's major airports, began soliciting bids for a hotel operator several years ago.

MCR, which owns 94 hotels in 24 states, was the winning bidder with JetBlue, a 5-per-cent minority owner.

The hotel is scheduled to open in early 2019. It will be the first hotel at the airport property since the Ramada Plaza, fairly distant from the terminals, closed in 2009. The only other hotels near the airport are budget accommodations a short drive away by shuttle bus or taxi.

The rooms will start at \$250 a night. The target clientele, Morse said, will include business travellers as well as aviation "geeks" interested in the landmark TWA terminal and in the location.

Tourists are unlikely to use it as a base for exploring the city. It is a long subway ride or drive from Manhattan, but just minutes from all of the airport's terminals by monorail.

A scale model of the hotel, built for marketing purposes, opened last month at One World Trade Center in lower Manhattan.

It was filled with retro items such as swizzle sticks and a front page from John Glenn's 1962 space flight. A soundtrack featuring Frank Sinatra singing Fly Me to the Moon and The 5th Dimension's Up, Up and Away plays on a continuous loop while a telescope pointed at JFK, 19 kilometres to the east, links the space to its parent terminal.

TWA memorabilia includes first class china and flatware and uniforms worn by pilots and flight attendants. Of particular interest are the paper "Italian toga," "French maid" and "English wench" outfits from the summer of 1968, when TWA experimented with disposable hostess uniforms.

Many of the uniforms and other items came from organizations of former TWA employees that formed after the airline shut down.

"I'm pleased that the building is being taken care of and put to a special, good use, and I really hope they are successful with it," said Judy Gerling, president of TWA Clipped Wings, a group of former flight attendants.

Gerling, who worked for TWA from 1965 to 1989, said air travel was special in the era the hotel will evoke.

"Everybody dressed up," she recalled. "The women wore dresses, hats and gloves. The men wore suits." First-class passengers were served their meals in courses with linen napkins.

"Even in coach we always had a choice of two or three entrées," Gerling said. "Now you get a choice of peanuts or not."

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2018 SPRING NATIONAL

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Central Lion's Recreational Centre
113 St & 111 Ave, Edmonton Alberta

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Mail in exhibits welcome (c/o David Piercey)
Exhibits Chairperson: ljuszmoser@gmail.com

Stamp Dealers from across Canada
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Show Cancel: 100th Anniversary of Armistice.
For information: eddykstra@shaw.ca www.edmontonstampclub.com

LETTER TO THE EDITOR

1929 - AHRENBURG-FLODEN INTERRUPTED FLIGHT COVERS



This flight is listed in the American Air Mail Catalogue, Fifth Edition - Volume 4, as:

- 1090 1929, June 9 -- Swedish Fliers Attempt, Stockholm to New York.** A Swedish Junkers W-33 seaplane, the "Sverige", attempted a flight from Stockholm to New York via Iceland and Greenland. Starting from Stockholm June 9, 1929 they reached the eastern shore of Iceland the same day, after landings at Karlstad, Sweden and Bergen, Norway. Due to engine trouble they did not leave Reykjavik, Iceland until July 10, for Ivigtut, Greenland. Meeting extreme weather conditions and further engine trouble they went only halfway from Greenland to Labrador and had to return to Ivigtut where the flight came to an end. The mail was forwarded to the U.S. by steamer. A specially printed cover was used for some of the Swedish mail.
- | | |
|--------------------------|--------|
| Sweden to Iceland (65) | 300.00 |
| a. Sweden to USA (1,204) | 100.00 |
| b. Iceland to USA (65) | 400.00 |

Hello, my name is Ronald Collin..

I am trying to take a census of covers posted on board the Ahrenberg-Floden flight that originated in Sweden, but picked up covers in Reykjavik, Iceland.

It is the covers from that interrupted portion of the flight from Iceland that I am trying to take a census of.

Would you be kind enough to put a paragraph in your newsletter/journal that I would like to have a scan of the front of any Ahrenberg 1929 flight cover that was posted in Reykjavik. Your members do not have to worry about publicity, as this is with complete anonymity. I am only looking for a scan of the front of the covers so I can try to account for as many of the 65 flown covers that are still around. I am also trying to tie down what stamps were used for franking the covers, and if all covers bear the same amount of postage.

A scan of one of these covers is attached. This is not, nor will it ever become, a commercial project. I am merely a collector, interested in this interrupted portion of that flight, and I am only trying to gather information about any of these covers that are still around in collections and exhibits.

Since this information may also be informative to your membership, I will keep you apprised of the census progress, for inclusion at your discretion, in your club journal.

Members may send their scans to me at: mailto:collinr@ameritech.net

Thank you for any assistance that you and/or your members may be able to provide to me.

Ron

INFORMATION OBTAINED

In the last issue, we asked if anybody knew which airlines were involved with these flight covers, and/or could provide additional information about them:

July 1st 1947 - OTTAWA to NEW YORK



Postmarked OTTAWA 8 JUL 1 47

Backstamped:

NEWYORK, NY CHURCH STREET STN.

JUL 2 1947

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June 1st 1951 - MONTREAL to PLATTSBURG



Postmarked: MONTREAL 16 31 MY 51 CANADA

Handwritten endorsement:

1st Non Stop (Can't read) 6.10 A.M. to Plattsburg N.Y.

Backstamped:

PLATTSBURG N.Y. JUN 1 1951 7AM

The covers were probably flown by Mohawk Airlines, which operated various routes between New York, Montreal, and Ottawa, that were designated U.S. Air Mail Route No. 72.

Many thanks to John Johnson, Ian Macdonald and Ken Sanford for their responses.

John suggested that the covers indicate a "Change in service", which does not show up in U.S. Postal Bulletins. He added that Lou Fischbach, who created these covers, "was an expert on getting this type of cover serviced".

Ian commented that he, "scanned the Ottawa Citizen and Montreal Gazette for the dates plus a few days before and after but found nothing connected with the covers in question."

Any member who has a question about a mystery stamp, cover, or any aspect of aerophilately, is invited to send it to the editor. - I will try to obtain the answer, and publish it in a future newsletter.

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MEMBERSHIP APPLICATION / RENEWAL FORM

The CANADIAN AEROPHILATELIC SOCIETY has about 150 members, and membership is open to all. The CAS aims to provide a forum for the exchange of information among Canadians who are interested in any aspect of world-wide aerophilately, and for collectors from around the world who are interested in Canadian aerophilately. - This is mainly achieved through our journal The Canadian Aerophilatelist which is published quarterly.

The Society also provides a number of other services, including: a question-and-answer service for mystery air mail stamps and covers; a small library that can be searched for information on particular topics; a "sales department", with discount prices on several publications, and a variety of modern covers for sale; representation of Canadian aerophilatelists at national and international levels.

For more information about these services, and/or a free copy of our Short Guide to Canadian Aerophilately, contact Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4. (hargreavescp@sympatico.ca) OR check out our website: www.aerophilately.ca

Membership rates based on current exchange rates

The membership dues for members who receive The Canadian Aerophilatelist by EMAIL are:

- 1 year - \$15.00 Canadian or US\$12.00 or 10 GB pounds or 11 Euros - anywhere in the world
- 2 years - \$25.00 Canadian or US\$20 or 16 GB pounds or 17 Euros, anywhere in the world

The dues for members who prefer a PAPER COPY of The Canadian Aerophilatelist mailed to them are:

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Members receiving a paper journal may also receive an emailed journal at no extra charge.

Dues can be paid by cheque in Canadian \$, U.S.\$, Euros, or Sterling, payable to: The Canadian Aerophilatelic Society, or by PAYPAL in CANADIAN \$ to bjnepean@trytel.com

If you would like to join, please send the following information with your dues to:

Brian Wolfenden, Secretary-Treasurer CAS, 203A Woodfield Drive, Nepean, Ontario K2G 4P2

Name: _____	
Address: _____	
Telephone: _____	Date of birth: _____
Period and Type of membership: _____	
E-mail: _____	
(For Secretary's use: Date joined: _____ Amount of dues paid: _____)	

MEMBERSHIP RENEWAL

The following members are due for renewal before publication of the next newsletter. - **Please send your renewal to Brian Wolfenden as soon as possible, in order that the next newsletter is sent to you without delay.** PLEASE NOTE that new MEMBERSHIP CARDS are only sent to renewing members on request.

Regular members:

- #260 Fred C. Dietz
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McDonald
- #321 Andrew Mrozowski
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The dues for Advertising Members are \$25 Canadian per year, in addition to their regular membership fee. - Advertising Members are guaranteed an advertisement in each issue, but the size of the advert is at the editor's discretion, and depends on the space available. (Very large advertisements can be placed by special arrangement, for an additional charge.) If anybody would like to become an advertising member, please contact the editor.

To all members listed who have already renewed their membership, thank you for doing so.