

# THE CANADIAN AEROPHILATELIST



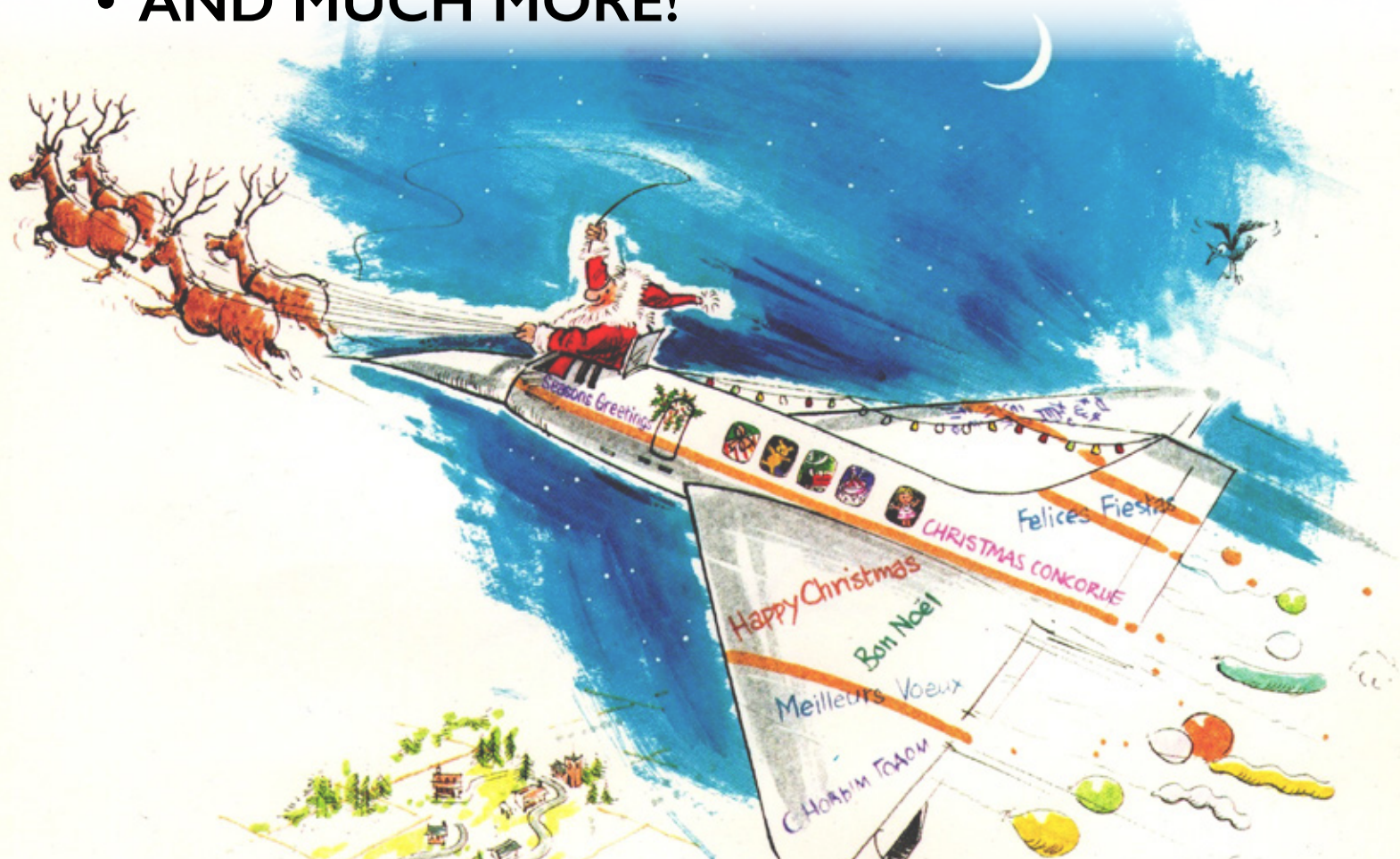
QUARTERLY JOURNAL OF THE CANADIAN AEROPHILATELIC SOCIETY

December 2018

No. 117

## IN THIS ISSUE:

- CHERRY RED AIRLINE LIMITED
- NEW INFORMATION ON PAN AMERICAN'S NORTHERN TRANS-ATLANTIC ROUTE, 1942
- 1978: NON-STOP FLIGHT ACROSS CANADA
- AND MUCH MORE!



**AVAILABLE IN A FULL COLOUR PDF**

This full colour edition is available as an emailable PDF file.

Email Brian Wolfenden at [bjnepean@trytel.com](mailto:bjnepean@trytel.com) for yours now!

**Volume XXXIV, 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](mailto:hargreavescp@sympatico.ca)

WEBSITE - [www.aerophilately.ca](http://www.aerophilately.ca)

Anybody who wants to copy an item from this newsletter is welcome to do so. - Please acknowledge The Canadian Aerophilatelist as the source, and send a copy of any publication in which the reprinted material appears to the editor.

**EXECUTIVE COMMITTEE and RESPONSIBILITIES****President: PRESIDENT: NEW ADDRESS & TELEPHONE**

Steve Johnson, 1230 Sandford Street - Apt. 19, London, Ontario N5V 2J7 Telephone: 226 927 2732 [steverman@rogers.com](mailto:steverman@rogers.com)

**Vice-President:** Tony Hine, 125-720 King Street West suite #109, Toronto M5V 3S5, Tel: 416 649 7045, [tonyh6@gmail.com](mailto:tonyh6@gmail.com)

**Secretary-Treasurer:** Brian Wolfenden, 203A Woodfield Drive, Nepean, Ontario K2G 4P2, Tel: 613 226 2045, [bjinepean@trytel.com](mailto:bjinepean@trytel.com)

**Western Chapter Representative:** Denny May, 10326-145 Street, Edmonton, Alberta T5N 2X7 Tel: 780 454 9926, [maycroft@shaw.ca](mailto:maycroft@shaw.ca)

**Members at Large:**

David Crotty, P.O. Box 16115, Ludlow, KY 41016-0115, U.S.A., NEW TEL: 859 360 0676, [decrotty@yahoo.com](mailto:decrotty@yahoo.com)

Walter Herdzyk, 104 Cantrell Drive S.W., Calgary, Alberta T2W 2M6, Tel: 403 238 7845, [herdzykw@telus.net](mailto:herdzykw@telus.net)

Neil Hunter, 1F - 293 Perry Street, Port Perry, Ontario L9L 1S6, Tel: 905 985 8848, [n.h.hunter@sympatico.ca](mailto: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](mailto:gdmall@telus.net)

Sandy Freeman, 161-900 Arbour Lake Rd. N.W., Calgary, Alberta T3G 5J1, Tel: 403 241 9280, [freemangs@shaw.ca](mailto:freemangs@shaw.ca)

**Past Presidents:**

Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4, Tel: 613 389 8993, [hargreavescp@sympatico.ca](mailto: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](mailto:toysoldier@bell.net)

**Webmaster** - Steve Johnson (see contacts above)

**The Canadian Aerophilatelist:**

Editor - Chris Hargreaves (see contacts above)

Layout Editor - Paul Balcaen, E-mail: [paulbalcaen@gmail.com](mailto:paulbalcaen@gmail.com)

Columnist "Semi-Official Notes" - Tom Reyman, E-mail: [tgraz356@msn.com](mailto:tgraz356@msn.com)

Index - Gord Mallett - (see contacts above)

**CAS CALENDAR**

**EDMONTON SPRING NATIONAL SHOW 2019** - March 23rd-24th 2019, at the Central Lions Rec Centre, 11113 113 St NW, Edmonton, AL T5G 0E9. An APS "World Series of Philately" show with Stamp Dealers from across Western Canada. For more information see [www.edmontonstampclub.com](http://www.edmontonstampclub.com)

**ORAPEX 2019** - May 4th and 5th 2019 at the RA Centre, 2451 Riverside Dr., Ottawa ON.

ORAPEX is a National Level show, and part of the "World Series of Philately." It features some 40 dealers and 150 frames of exhibits. Free admission and parking. The theme of ORAPEX for 2019 is "Elizabethan Era Philately". For more information see - [www.orapex.ca](http://www.orapex.ca) The ANNUAL GENERAL MEETING OF THE CAS WILL BE HELD DURING ORAPEX.

**ROYAL 2019 ROYALE** - June 21st - 23rd, at the Hilton Mississauga, 6750 Mississauga Road, Mississauga, Ontario. Annual exhibition and convention of the Royal Philatelic Society of Canada. For further information see [www.rpsc.org](http://www.rpsc.org)

**PHSC SYMPOSIUM** - July 2019. Organized by the Postal History Society of Canada: speakers, historic tours, social events, exhibition and bourse. All invited. For more information see: [postalhistorycanada.net/php/Symposium/](http://postalhistorycanada.net/php/Symposium/)

**BNAPEX 2019** - August 29th to September 1st in Ottawa at the Marriott Delta downtown. Annual exhibition and convention of the British North America Philatelic Society. BNA Exhibits, dealers, and study group meetings. Further information at [www.bnaps.org](http://www.bnaps.org)

BNAPEX 2020 will be held in Dartmouth, Nova Scotia.

BNAPEX 2021 will be held in Baltimore, Maryland, U.S.A.

BNAPEX 2022 will be held in Winnipeg, Manitoba.

**CALTAPEX 2018**. The annual show of the Calgary Philatelic Society is normally held in October at the Kerby Centre, 1133-7th Ave SW, Calgary, AB, T2P 1B2. See: <https://calgaryphilatelicsociety.com>

**CANPEX 2019** - October 19th and 20th at The Hellenic Community Centre, 133 Southdale Rd. West, London, Ontario. CANPEX is a National-level show, and part of the APS "World Series of Philately". See [www.canpex.ca](http://www.canpex.ca)

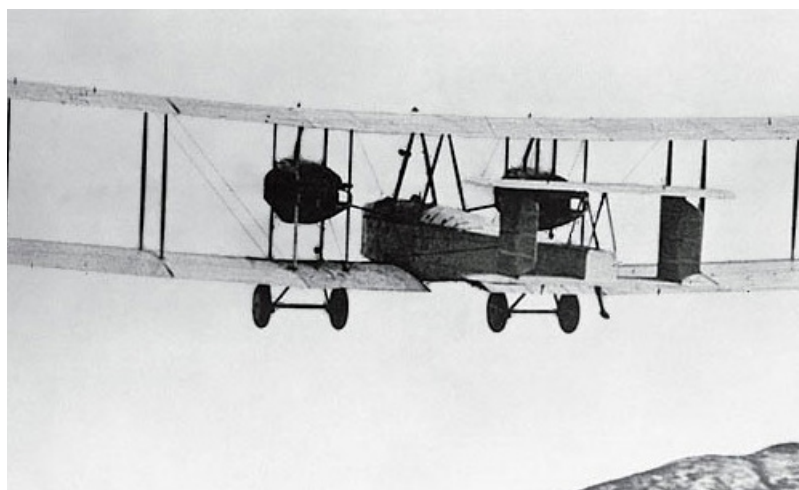
**TORONTO DAY OF AEROPHILATELY** - Sunday November 3rd 2019. 11.15 a.m. to 4.00 p.m.

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](mailto:mcintosh47@sympatico.ca)

## Commemorating The First Non-stop Trans-Atlantic Flight

by Alcock and Brown

Newfoundland to Ireland: June 14th - 15th 1919



*Alcock and Brown's Vickers Vimy takes off from St. John's, Newfoundland.*

Among the many topics discussed at the recent, most enjoyable Day of Aerophilately in Toronto, was how the CAS should commemorate the Centenary of Alcock and Brown's trans-Atlantic flight next year.

It was unanimously agreed that we should try to produce some covers to commemorate the event.

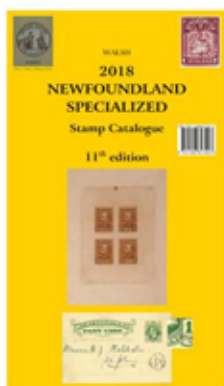
However, since Alcock and Brown's flight was an international event, the franking, postmarking, flying, cacheting and backstamping of covers will be quite

complicated.

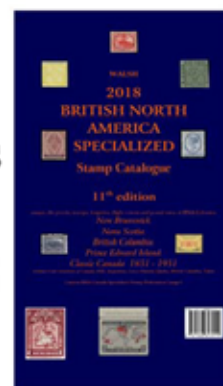
CASVP Tony Hine is going to contact other groups, to see if there is interest in a joint effort and cooperation in the production of covers.

If anybody reader knows of a plan to produce covers that the CAS might coordinate with, or has suggestions about how this might be done, please contact

**Tony:** [tonyhn6@gmail.com](mailto:tonyhn6@gmail.com)



[www.nfldstamps.com](http://www.nfldstamps.com)  
specialized stamp catalogues  
Walsh Newfoundland  
Walsh British North America  
2018 11<sup>th</sup> edition



## CONGRATULATIONS TO AEROPHILATELIC EXHIBITORS AT: NOVAPEX 2018 - Dartmouth, Nova Scotia

### Vermeil

Brainard Fitzgerald     *Give Wings to Your Mail*  
Canadian Aerophilatelic Society Best Air Mail Award

### BNAPEX 2018 – Quebec City

### Gold

Alexander Globe     *The Development of Pioneer and Semi-Official Air Mail within Canada, 1918-1934*  
Canadian Aerophilatelic Society Best Air Mail Award

### Vermeil

Vic Willson     *Canadian International Airmails 1919-1941*

### CALTAPEX 2018 - Calgary, Alberta

Exhibits were judged according to RPSC Regional guidelines.

### Large Vermeil

Steve Davis     *Canada War Issue 6c & 7c Airmail Stamps: Rates and Usages*  
Canadian Aerophilatelic Society Best Air Mail Award

### Vermeil

Walter Herdzik     *How do they know it is Airmail?*

Congratulations also to CAS member Dave Bartlet who received a Gold Medal and the CALTAPEX GRAND AWARD for his exhibit Funding for WWI through the Post Office.

### CANPEX 2018 - London, Ontario

### Large Gold

Alec Globe     *The Development of Pioneer and Semi-Official Air Mail within Canada, 1918-1934*  
Reserve Grand Award  
British North America Philatelic Society Award for Best BNA Exhibit  
British North America Philatelic Society Award for Best BNA Research  
Canadian Aerophilatelic Society Best Air Mail Award

### Vermeil

Brainard Fitzgerald     *Give Wings to Your Mail*

### Silver

Ray Simrak     *Canadian Dispatch Pacific Clipper Mail 1935-1941*

### FIAF EXFIL 2018 - Santiago Chile

## Federación Interamericana de Filatelia Continental Exhibition

### Large Vermeil

Jack Forbes *Cyprus - Air Mail Usages paid with King George VI Definitives*

### Large Silver

Michael Croy *The History of Canadian Aviation and Pioneer Airmail 1906-1934*

### Single Frame

Steve Johnson *The Postal History of Yukon Airlines 1927-1929 - 88 points*

Congratulations also to David McLaughlin who received a Large Gold for his exhibit of *The Maple Leaf Issue of Canada, 1897-1898*. - David is the RPSC's International Liaison Officer, and produces The International Exhibitor Newsletter.

## INTERNATIONAL EXHIBITING NEWS

- The FIAF continental exhibition in 2019 will be held in Guayaquil, Ecuador on the Pacific coast in mid-October. The famous Galapagos Islands are only 1-1/2 hour flight from Guayaquil providing an excellent opportunity to enjoy the finest in philately combined with great South America hospitality and one of the world's natural wonders. A commissioner will be assigned for this exhibition when the official exhibition invitation is received.
- The Australian Philatelic Federation (APF) invited the RPSC to participate in their national show June 13-16, 2019 in Sydney, Australia. Ed Kroft will be the Canadian guest judge at Sydney 2019 and he is expected to bring 25 frames of Canadian exhibits with him to compete in the show. Please contact Ed by email at [e.kroft@shaw.ca](mailto:e.kroft@shaw.ca) for the show regulations and application form.

For information about International Exhibitions in the planning stages, see The International Exhibitor Newsletter, produced by David McLaughlin. - Contact David at [david.mclaughlin@rogers.com](mailto:david.mclaughlin@rogers.com) for a copy.

---

## INTERNATIONAL FEDERATION OF AERO-PHILATELIC SOCIETIES FEDERATION INTERNATIONALE DES SOCIÉTÉS AÉROPHILATELIQUES



The next FISA Congress will be held during AEROBERLIN 2019.

This philatelic show will celebrate various jubilees, such as 100 years of German Civil Airmail; 100 years since the first flight of the Zeppelin Airship LZ 120 Bodensee; 70 years since the end of the Berlin Airlift; and 50 years since the First Moon Landing.

The show will take place from the 26th to 28th April, in the historical city hall of Schöneberg, from the balcony of which President John F. Kennedy announced, "Ich bin ein Berliner".

Everyone is invited to attend the show, and to participate in the FISA-Congress on Saturday morning, April 27th.

**For more information see the website** <http://fisa-web.com/>



## AVIATION THEMED PHILATELIC EXHIBITION ANNOUNCED FOR ADELAIDE, SOUTH AUSTRALIA IN 2019



The Australian Airmail Society in conjunction with the South Australian Philatelic Council will host Aeropex 2019 at the Torrens Parade Ground Drill Hall in Adelaide 6-8 December 2019.

This will be an all-classes national philatelic exhibition conducted under the auspices of the Australian Philatelic Exhibition. All exhibits will have a dedicated aviation theme and can be entered as competitive or non-competitive. The Australian Philatelic Federation will also draw on the countries with whom they have

judging and exhibiting accords to attract some of the best airmail exhibits from around the world.

This will be a special event among many celebrating the epic flight from England to Australia made by Adelaide's own Ross and Keith Smith together with mechanics Wally Shiers and James Bennett. Departing England in a Vickers Vimy bomber the crew arrived in Australia on 10 December 1919 after a trip taking 28 days. They also brought with them 364 letters from England and places en route, the first international air mail received in Australia.

For more information contact Martin Walker - [saphilatelist@gmail.com](mailto:saphilatelist@gmail.com)

## AMCN2 EDITOR'S REPORT

The revised Air Mils of Canada and Newfoundland continues to make steady if somewhat slow progress.

Some of sections have been completed, some are being actively worked on, some are being slowly worked on, and some will be started in the New Year.

However, I hope we are now at the "midway" stage of the revision, and that the catalogue will be finished by the end of next year.

**Chris Hargreaves**

## Eastern Auctions Ltd.

**Would like to showcase your collection.**

Since 1980 we have steadily built a reputation for outstanding realizations. Numerous record prices have been achieved for superior quality stamps. Take advantage of our friendly and professional service. Your collection will be described by our expert lotter and lavishly illustrated in our deluxe catalogue. Commission rates are very competitive and prompt payment is always guaranteed.

Contact us today for further details.

PO Box 250, Bathurst, New Brunswick, E2A 3Z2, Canada  
(506) 548-8986, (800) 667-8267  
[www.easternauctions.com](http://www.easternauctions.com), [easternauctions@nb.aibn.com](mailto:easternauctions@nb.aibn.com)

**Canada's most trusted auction house**



## How I became an Aerophilatelist #8

**Brian Wolfenden**

I started collecting stamps while still living in England, in my youth, thanks to my father & grandfather. To avoid fights between myself & my sister, it was decided that I'd collect the British Commonwealth & my sister the rest of the world. Thanks to a Stanley Gibbons Windsor album, Great Britain was soon my main area of interest. This continued until we moved to Canada, when I added Canada & then later New Zealand to my list of country collections. After a number of years I reached the point where the stamps I still needed I either couldn't find, or couldn't afford. This led me to look for a new interest.

Growing up I had always been an avid reader. The Biggles books by Captain W.E. Johns were my favorites. These started with Biggles in the RAF in France during World War I & progressed to him flying against the Nazis in World War 2 & then with the Air Police in the UK after the war battling criminals, spies & more.

This got me thinking about air mail stamps & covers. I quickly decided that covers were the way I wanted to go. I got my big start in the late 1990's thanks to the late Jim Hennok. In one of his auctions there was a massive (to me) collection of Canadian first flight covers that I was fortunate enough to win. Once I had gone through this I was hooked & the rest is history. I joined the CAS in 1998 & joined the executive some time later as Treasurer.

**Thanks Brian! - All readers are invited to contribute to this continuing series. Please send your account of how you became an Aerophilatelist, and/or why you chose the specialization you did to the editor.**

---

---

## In Memoriam - Fred Dietz

Fred had been a member of the CAS since 1997.

After a 35-year career in the U.S. Army Air Corps and United States Air Force, from which he retired as a Lt. Colonel, Fred spent time learning about, studying, collecting and exhibiting Canadian semi-official stamps, vignettes, first and special flight covers. His exhibits included a one frame exhibit on "Canada's Semi Official Air Mail Carriers" at AEROPHILATELY 2007, for which he received a Silver medal.

Fred was a member of the AAMS-AFA merger team, a former vice-president of the AFA (Aerophilatelic Federation of the Americas), and a past president of MAPS, (the Metropolitan Air Mail Society.) He traveled to various philatelic exhibitions and volunteered at many.

Fred passed away at home on September 2, 2018, surrounded by his family.

**Thanks to Jonathan L. Johnson Jr. for this information.**

Want lists welcome  
203A Woodfield Drive,  
Nepean, Ontario K2G 4P2  
[www.brianwolfenden.com](http://www.brianwolfenden.com)



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

## NEW BOOK ON NORTHERN AVIATION

### **Instruments, Switches, Radios & Rudders: True Stories from the Great White North and Beyond** by Samuel Cole

Description by Larry Milberry:

Having grown up across Canada's Northland, where his father was a bush pilot, Sam Cole started his flying career in such northern towns as Rainy River, Red Lake and Pickle Lake. Qualified as both pilot and air engineer, he edges up the totem pole from Cessna to Beaver, Norseman, Otter, Beech 18, DC-3 and HS748. There's rarely a dull moment along the way.

Sam takes us through his early years, describing in detailed, easy-to-read fashion the endless duties of northern aviation. Whether hauling groceries or fuel oil to Hudson's Bay Co. posts or other traders on the native reserves, carrying endless loads of smelly fish, supporting the summer tourist trade on one side, then, forest fire fighting operations on the other, flying prospectors and all other types of northerners wherever they needed to be in whichever season, Sam lays it all out. It's mainly about floats and skis, with all the details, as with the big, complicated DC-3 skis. There are many winter tales with all the details of ops at minus 40 with the Beech 18, DC-3, etc. On the subject of cold weather, we really get the blow by blow (blow pots included), as re. the P&W R-985 (Beaver and Beech), R-1340 (Otter) and R-1830 (DC-3).

Sam is a born raconteur. When it comes to describing his fellow aviators and all the relationships built up over the decades, he really has a knack. Since he suffered from wander lust, he's often on the move, so we get insights into all sorts of operations – Ontario Central, Bradley Air Service, Patricia Air Transport, Austin Airways, etc. Naturally, you'll read (in the detail you want in an aviation read) about many of the "characters" who typify life in the bush. Even some of the craziness in sleazy, run-down hotels in places like Pickle Lake and Red Lake gets covered. There also are harrowing accidents and rescues. It's all put down on paper in the best style of the rugged, dedicated, professional bush pilot (a bit rough on the literary edges, but that's part of the book's charm).

Sam finishes with his eventual move out of the bush into "civilization". What a contrast – you can be sure of that when a hardcore bush pilot trades cockpits from a smelly, overloaded, ice-laden, creaky old Beech or DC-3 with one engine faltering, to a shiny new Wardair 747. Closer to the end, Sam gives us the blow-by-blow in the 2000s flying for such offshore carriers as Japan Airlines (he has a way of contrasting cultures). What a finish to a fantastic life's story!

**Book specs** 234 pages, softcover, photos, appendix, glossary.

\$35.00 + \$14.00 post anywhere in Canada + tax  
\$2.45 TOTAL \$51.45 Cheque to CANAV Books, 51  
Balsam Ave., Toronto ON M4E3B6, or ... email or  
phone ([larry@canavbooks.com](mailto:larry@canavbooks.com) 416-698-7559), or ...  
PayPal to [larry@canavbooks.com](mailto:larry@canavbooks.com)

## WWII AIR MAIL FROM SWITZERLAND

The WINTON M. BLUNT SYMPOSIUM on Postal History, "When the Mail Goes to War",  
was held on September 26th -27th 2008 in Washington, DC

One of the presentations at the Symposium was:

*The Impact of World War II on Airmail Routes from Switzerland to Foreign Countries, 1939-1945* by Robert G. Ziegler  
of the American Helvetica Philatelic Society.

Selected papers were published afterwards in *Proceedings*, but not the Ziegler paper.

**Does anybody have a copy of the Ziegler paper, or know of someone who might have one?**



# SEASON'S GREETINGS

This issue continues the December tradition, of including a wide variety of items from many contributors. We hope that all readers enjoy it.

Best wishes for the Christmas Season and New Year,

*Chris and Paul*

## CHRISTMAS GREETINGS FROM DICK MALOTT



To all my aerophilatelic friends I send best wishes for a peaceful Christmas and a blessed New Year for 2019.

I wish all continued success in their search for aerophilatelic material for their collections and exhibits. We all want more people to collect aerophilately, so the best way is to show what you collect to others attending philatelic shows, particularly the annual ORAPEX show in Ottawa. In 2019 the dates are from Saturday, 4 May 2019 to Sunday, 5 May 2019.

On 31st October 2018 I celebrated my 91st birthday. I still have reasonable good health but I do not have as much energy as before. I still drive and attend many National Arts Center concerts and operas brought in live from the New York

Metropolitan Opera. I have sold all of my aerophilatelic material, and I hope that all of the recipients will enjoy it as much as I did. I was saddened to have lost my good friend Mike Shand this year to cancer. He was a loyal supporter of the CAS.

The Christmas card shown this year is from my friend Brian L. Asquith, RDP of the United Kingdom. Brian is the Patron of the British Air Mail Society, and was invited to sign the Roll of Distinguished Philatelists. He is a specialist in Concorde flights, and in 1981 published the "Concorde Collectors Handbook".

Remember to keep the Christ in Christmas.

**Dick Malott**

# 1914 - Sikorsky Ilya Muromets

## (Sikorsky S-22, S-23, S-24, S-25, S-26 and S-27)

Barry Lewis



The *Ilya Muromets* was first conceived and built as a luxurious aircraft. For the first time in aviation history, it had an insulated passenger saloon, comfortable wicker chairs, a bedroom, a lounge and even the first airborne toilet. The aircraft also had heating and electrical lighting. The S-22 cockpit had sufficient space allowing several persons to observe the pilot. Openings on both sides of the fuselage permitted mechanics to climb out onto the lower wings to service the engines during flight. A hatch on the left side provided an entry to the main cabin, behind the cockpit. The main cabin featured two large windows on each side. Further back was a private cabin which included a berth, small table and a cabinet. Lighting was provided by a wind-driven generator and heating was supplied by two long engine exhaust pipes which passed through the corners of the cabin



The *Ilya Muromets* continued in production after the war with a handful still being produced. From May–October 1921, the aircraft was utilized in

its originally intended role of passenger transport on the Moscow-Kharkov line, six survivors continuing in service as a civilian passenger airliner and mail plane. After carrying 60 passengers and two tons of freight, the *Ilya Muromets* were considered too difficult to maintain as engines and airframes were worn out and on 10 October 1922, the airliners were retired.

In January 1914 the *Ilya Muromets* No. 107 flew for the first time, and on 11 February 1914, the second prototype (factory airframe 128) took off for its first demonstration flight with 16 passengers aboard, marking a record for number of passengers carried. From 30 June to 12 July 1914, it set a world record by making a trip from Saint Petersburg to Kiev, a distance of some 1200 km, and back.



This article is reprinted from the January 2018 issue of *Aircraft Stamp News*, the journal of the Aviation Chapter of "Thematics Southern Africa" with whom we exchange journals. For more information contact Barry Lewis at [baroy.hermanus@gmail.com](mailto:baroy.hermanus@gmail.com)



## 1926 - OPAS DELIVERED MAIL TO RED LAKE

### ROBERT GALWAY

#### Swedes Build Rafts

As an illustration of the eagerness with which men are struggling to reach the new zone, they mentioned two Swedes they encountered who had not even a boat but were building rafts to carry them from portage to portage along the water route. Another party of Americans were equipped with huge canoes and a skiff, and were actually carrying tent poles, a brilliant example of taking coals to Newcastle.

Messrs. Houston, Labine and Quesnel are now on their way back to Manitoba and will once more travel across country. They expect to make the return trip in four or five days.

As yet, mail service to Red Lake has not been resumed for the summer, and though scraps of news have been picked up daily over Douglas Wright's radio in the Dome office, newspapers

are eagerly awaited. At noon to-day the forestry service hydroplane called here on its first patrol from Sioux Lookout. Pilot J. C. Ruz, observer; J. O'Gorman, engineer; S. A. Cheeseman and Deputy Ranger J. McLeod were on board, and they brought Red Lake the first batch of letters it had in five weeks. There are three forestry planes at Sioux Lookout, and within a few days they will be moved to Pine Ridge, where headquarters for the district will be located. Their arrival has been greeted with a good deal of satisfaction, as the forest is drying up quickly and there is great need of fire prevention with such a diversity of men in the country.

*(Left and above) Toronto Star - May 27 1926: Page 36 - Woman and Birch Lake OPAS delivers Mail*

This article indicates that an Ontario Provincial Air Service (OPAS) aircraft carried mail into Red Lake during the 1926 "Rush".

This was after the collapse of Jack Elliot's venture with Sherman Fairchild, while Doc Oaks and Patricia Airways & Exploration Co. were awaiting approval from the Feds to carry airmail. This approval saw PAE commence air mail service around July 7th, 1926 with the use of the CL13 "sticker". However, they also carried "By Favour" some backlogged Elliot-Fairchild mail before that date!

They repeated this undertaking in the Fall of 1926 as well. (Recorded in the Director's Report to the Minister LOF - 1926 Ont. Archives).

**Thanks Robert.**

## CANADA REVENUES • DUCKS SEMI-OFFICIAL AIRMAILS

Lavishly illustrated ReveNews on request  
or see in full color at

[www.canadarevenuestamps.com](http://www.canadarevenuestamps.com)



**E.S.J. van Dam Ltd.**

P.O. Box 300-P, Bridgenorth, Ont., Canada K0L 1H0 • 1-866-EVANDAM

# SEMI-OFFICIAL NOTES

Tom Reyman

No. 4

## Cherry Red Airline Limited

The northern area of Saskatchewan is a rugged area of trees, lakes and streams with few communities and vast distances between. The residents in these few settlements were engaged in mining, fur trapping, and trading. With the discovery of large resources of gold and base metals such as copper, lead, and zinc, major mining operations moved into the area. Since there were few roads to reach these areas, sleds and dog teams were initially employed to transport these basic supplies. To provide delivery of materials and supplies and, eventually, mail delivery, Cherry Red Airline Limited was formed in 1929 to provide this service.

Mr. Norman Cherry had purchased a small silver and red biplane from the Pheasant Aircraft Company in May 1928. He and his pilot Alva Malone intended to use the aircraft around Prince Albert for barnstorming. It soon became obvious that the mining companies North of Prince Albert were in need of transportation services for their personnel and supplies. The Pheasant biplane was too small to adequately support this new mission so Norman Cherry and Prince Albert businessman, H. Holroyde, formed Cherry Red Airline in March 1929. They immediately purchased a new aircraft, a six passenger Buhl Airsedan which had a 300 horsepower engine, comfortably enclosed cabin, and the capacity to carry supplies to the mining companies. Companies were willing to pay as much as \$700 per flight for the air freight service.

### MAIL DELIVERY

In June 1929, Cherry Red Airlines began service from Prince Albert to Lac La Ronge and return. By July, the airline had produced its own postage stamps to be used at the rate of 10 cents per ounce to cover the company expenses in addition to the required regular Canadian postage. This stamp carried the image of the Buhl airplane and was first used on the July 15, 1929 flights to and from the mines at Rottenstone Lake. These first two first flights delivered only about 30 letters each and these covers are difficult to find. Subsequent first flights carried many more covers and are more available.

### BUHL AIRSEDAN



### THE COMPANY STAMP



The two-part printing process had a base color of black for the details and a second color of red for the airplane image and the border. This process led to two printing varieties caused by the

registration errors of the colors and general handling. The “snow on wings” variety is the result of a slight shift of the red color plates on the base pattern. This leaves a white edge on the airplane wings similar to snow. The other variation shows a “serif on the crossbar” of the “a” in “air”. This error was possibly caused by a fragment of debris on one of the sheet images during the printing process.



### COMMUNITIES SERVICED BY THE AIRLINE

The base of operations for the airline was Prince Albert. From Prince Albert, Cherry Red Airlines delivered mail to eight other Northern Saskatchewan communities. Shortly after the first flights of the company began in May 1929, the Buhl Airsedan crashed and was damaged beyond repair. Since the airline continued to fly into 1931, the speculation is that a similar plane was leased from Brooks Airways (Longworth-Dames, p155). The flight from Prince Albert to Lac la Ronge on August 1, 1929 was the first use of the stamp on this run (a previous pre-stamp flight between the same points had been completed in June 1929)

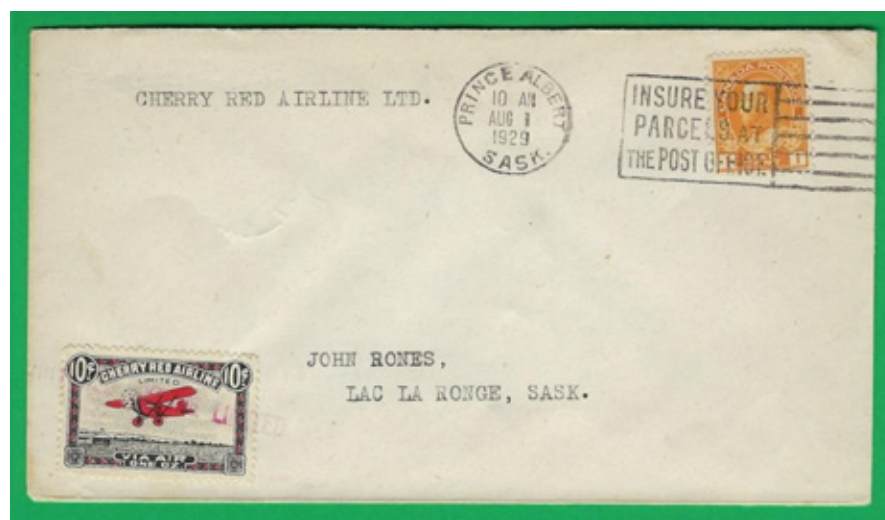


Figure 1 – Prince Albert to Lac la Ronge on Aug. 1, 1929 and backstamped Aug. 3. Stamp is the “serif on crossbar”

On Aug. 12, a flight was made from Prince Albert to Stanley Mission and return. This cover is franked with two stamps, one for each leg of the flight. Because there was not an established post office at Stanley Mission, the covers were backstamped at nearby Lac la Ronge. The regular Canada postage was paid by a pair of 161 coil stamps.





Figure 2 – To Stanley Mission and return. The Mission is located about 310 kms (190 miles) from Prince Albert. It is part of the Cree First Nation region.

A series of eight flights of over 820 kms (600 miles) was made by the pilot E. S. Holmes on Dec. 25, 1929 to various combinations of destinations. Figure 3 is from Montreal Lake to Ile a la Crosse.



Figure 3 – This flight was made to bring mail to Montreal Lake, a Cree Nation reserve, about 100 km (60 miles) North of Prince Albert. Note that the company stamp has been cancelled with the Airline name. The stamp is a "snow on wings" type.



Figure 4 – Flight from Lac la Ronge to Christopher Lake on March 11, 1930. The envelope is imprinted with an image of the Buhl Airedan. This flight like many others was primarily a mail run.



Figure 5 – This is a 1930 flight from Waskesiu Lake to Prince Albert. The pilot was J.B. Home-Hay. Today, Waskesiu Lake is a recreation destination about 80 kms (48 miles) from Prince Albert



Figure 6 – April 11, 1931 flight to and from the Cree First Nation settlement at Pelican Narrows piloted by J.B. Home-Hay and received at Pelican Narrows by W.C. Rothnie. This was one of the last flights of Cherry Red Airline.

## END OF CHERRY RED AIRLINES

The economic depression that began in October 1929 had a severe impact on the mining companies that provided most of the traffic on the Cherry Red Airline aircraft. Supplies and personnel that provided the revenue were no longer needed as the mines reduced output and, eventually, closed down. The original Pheasant biplane aircraft that Norman Cherry purchased in 1928 still exists. It was rebuilt in 1960 by the Northern Aero Company flight school and is currently on display in the Moose Jaw (Saskatchewan) branch of the Western Development Museum.

## References

- <http://ensign.ftlcomm.com/planes/cherry/cherry.html>
- <http://home.earthlink.net/~ralphcooper/pimage26.htm>
- <http://www.canada-maps.org/saskatchewan-map.htm>
- [http://en.wikipedia.org/wiki/The\\_Pheasant\\_Aircraft\\_Company](http://en.wikipedia.org/wiki/The_Pheasant_Aircraft_Company)
- *The Air Mails of Canada and Newfoundland*, Sixth Edition, 1997, American Airmail Society, Pages 71 - 72.
- C.A. Longworth-Dames; *The Pioneer and Semi-Official Air Mails of Canada*; 1995, The Unitrade Press, Pages 155 – 160.

# KLONDIKE AIRWAYS

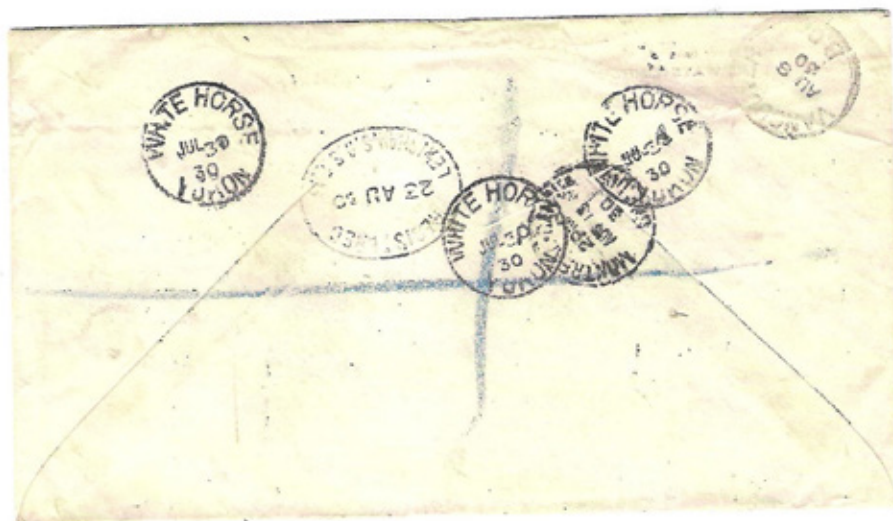
Peter Edwards

Hello Chris,

I have just acquired a Klondike airways cover with its contents, I hope it is of interest.

If you follow the back stamps it does not appear to have flown.

Peter



Editor's response: This is an extremely interesting letter!

Klondike Airways had a colourful and puzzling history, that was very well described by Derek Rance in his aptly named article *The Smoke and Mirrors of Klondike Airways* published in the June 2012 *Canadian Aerophilatelist*. (It can be read on the CAS website at [www.aerophilately.ca](http://www.aerophilately.ca) )

Peter's letter was written in July 1930. However, the covers with Klondike Airways "stamps" described in *The Air Mails of Canada and Newfoundland* are from 1928 and 1929.

The latest cover described by Derek Rance was postmarked March 23rd 1930.

Does anybody have a cover franked with a Klondike Airways stamp that is dated after this letter was written on July 31st 1930?



T. C. RICHARDS, PRESIDENT

W. L. PHELPS, SECY-TREAS.

## KLONDIKE AIRWAYS LIMITED

ROYAL MAIL SERVICE

BETWEEN

WHITEHORSE, MAYO, KENO, WERNECKE AND DAWSON

YUKON TERRITORY

CANADA

Whitehorse, Y. T.,  
July 31, 1930.

Mr. George J. King,  
35 Algiers Road,  
London, S.E.13, Eng.

Dear Sir:-


We received your favour of the 2nd inst.  
enclosing \$2.00 and 12d. for eight of our Airmail  
Stamps, and these we now enclose. All our stamps are  
in sheets of four.

We have just received our shipment of Air-  
mail Envelopes, but so far have not had the Pilot  
take them to the various Post Offices in the Yukon to  
have the Airmail Stamp cancelled. This, however, we  
expect to do in the near future and should you require  
any of them we will be glad to mail them at the price  
of 25¢ per envelope, including the stamp.

Yours very truly,

KLONDIKE AIRWAYS LIMITED.

Per



WLP:KP  
Encl.

## AIR MEALS - 1928

MOMENT IN TIME

OCT. 11, 1919



SZ PHOTO/SCHERL/BRIDGEMAN IMAGES

### FIRST INFLIGHT MEAL IS SERVED

Eating a sandwich is not typically a notable event, but passengers aboard a Handley Page flight from London to Paris made history with the lunchtime staple in 1919. The sandwich was part of the first airline meal ever served, along with a piece of fruit and chocolate in a pre-packed box. In what will come as no surprise to modern travellers, they had to pay for the privilege: The cost was three shillings, equal to about \$11 today. (In comparison, a chicken wrap and a Kit-Kat bar from Air Canada's Bistro menu will set you back \$9.95; you'll have to bring your own apple.) In the

decades that followed, inflight meals evolved: Lufthansa served a full breakfast in 1928 (pictured) and in 1936, United changed the game by installing a kitchen to serve hot food. In the 1950s, even economy customers were dazzled by multicourse meals served on china with silver cutlery. Such luxuries still exist, of course, but only in business and first classes, where celebrity chefs design menus and dinner is ordered on demand. Those in the back can take solace in the knowledge they are still better off than those high-flying pioneers. And, really, that chicken wrap is pretty good. DOMINI CLARK

**The Globe and Mail, October 11th 2018**

Thanks to KATHY HARTLEY for this nice serving of aero-nostalgia.



## HELPING EARLY PILOTS FIND THEIR WAY

During 2015/2016 there were a number of articles in our journal about early aids to air navigation:

- December 2015: "70 foot Cement Arrows across the USA"
- the June 2016 journal included articles about large lettered signs on the Irish coast; town names written on roofs; and an extract from the "Pilots Log of Distances, Landmarks, and Flying Directions" issued to pilots by the US Air Mail service in February 1921
- the September 2016 journal illustrated a page from the "Notes on Aerodrome Development

for Airports, Private and Intermediate Aerodromes, Seaplane Ports and Seaplane Anchorages in Canada", produced by the Department of National Defence, Civil Aviation Branch in January 1931, to try and standardize signs painted in Canada. It also included a photograph of Upland's airport from 1945, in which Ottawa was spelt out of crushed rock.

**Thanks to Ian Macdonald for sending this news item, about the reappearance of one of the Irish signs this summer:**

### Wildfire uncovers hidden World War II-era landmark

Sign created to alert pilots they were flying over a neutral country



A wildfire in Ireland has uncovered a World War II-era landmark that was hidden for years by vegetation.

An Irish police air unit spotted the word Eire, which means Ireland, while surveying the damage caused by a fire on Bray Head. More than 80 such signs were created during the war to alert pilots that they were flying over a neutral country.

The Irish Air Corps says the Bray Head sign was No. 8.

**CBC News - The Associated Press: Aug 07, 2018**

# NEW INFORMATION ON PAN AMERICAN'S NORTHERN TRANS-ATLANTIC ROUTE, 1942

Chris Hargreaves



(Above) Figure 1 - Roller cancellation 11-AM 4 MAY 1942  
ST JOHN'S NEWFOUNDLAND  
Addressed to Cornwall, England No backstamps.

The cachet on Figure 1 commemorates the  
**"Inaugural Flight - Pan American Airways Service - Newfoundland to the United Kingdom - Via the North Atlantic Route - FIRST DAY COVER - May 4, 1942."**

It was in fact a resumption of Pan Am's Northern Trans-Atlantic route which had operated during the summer of 1939. That route initially went from New York via Shediac (New Brunswick),

Botwood (Newfoundland) and Foynes (Eire) to Southampton. (See Figure 2.) However, it stopped flying beyond Foynes after Britain declared war on Germany in September 1939, and was suspended during 1940 and 1941 due to the United States' neutrality laws.

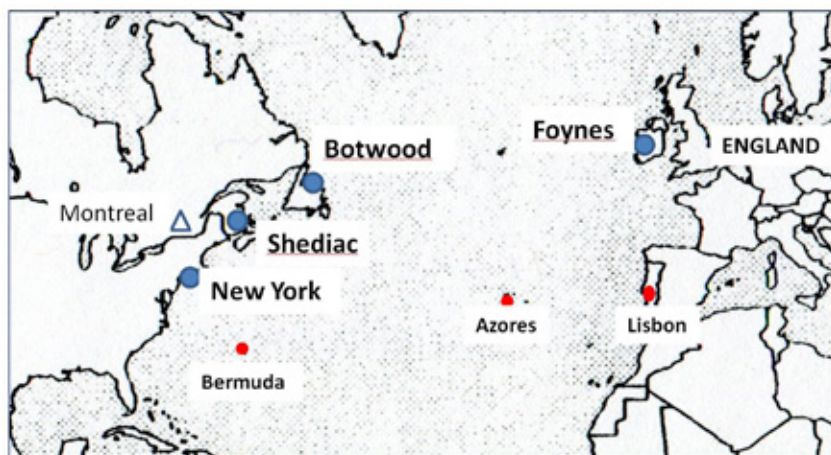
The covers produced when the service was resumed, were examined in a detailed article in *The Canadian Aerophilatelist*, in June 2001. [1]

It has been generally assumed by aerophilatelists that when the service was resumed in 1942, it followed the same procedures as it had in 1939. Covers like Figure 1 are, for example, listed in *The Air Mails of Canada and Newfoundland* as:

**1942, May 4 — Botwood - England.** *This was the initial wartime flight over the North Atlantic All-Air route (contractor, Pan American Airways) from Botwood. An unofficial cachet was applied; covers were returned to St. John's and backstamped on May 18. FF-63 Botwood - England (postmarked and back-stamped, St. John's) 75.00*

(Left) Figure 2

However, when AMCN was published in 1997, very little information about Pan Americans wartime routes was available. This was partly due to Pan Am's policies: on March 21st 1942 it had placed an advertisement in the *Saturday Evening Post* stating that: "For the present and until announced to the contrary, no further Pan American maps, timetables, nor schedule information in any form will be published, except for Latin American services". [1] The information which had been found after the war was scant, and sometimes contradictory. [2]





Notes Mail: Contract Mail as picked up except where noted  
 Pass: Paid Passengers as picked up except where noted  
 Express: Probably non USPO parcels  
 Aircraft names from The Foynes and Botwood Logs by Peter Berry

| Trip     | 3027    | Route  | 3             | Aircraft | American | NC18602 |       | 1st since 10/9/39                                   |
|----------|---------|--------|---------------|----------|----------|---------|-------|-----------------------------------------------------|
| Location | Date    | Depart | Arrive        | Fly Time | Mail     | Express | Pass. | Notes                                               |
| NBA-SHE  | 5/18/42 | 1206   | 1722          | 5:16     | 1815.00  |         | 20FOY | 2D                                                  |
| SHE-BTD  | 19      | 1154   | 1530          | 3:36     | 743.00   |         |       | 24H Mechanical                                      |
| BTD-FOY  | 19-20   | 2008   | 0922          | 13:14    |          |         |       |                                                     |
|          |         |        | <b>Totals</b> | 22:06    | 2558.00  | 0.00    | 20    | Sheets 3027-3052 use BTW instead of BTD for Botwood |

NBA = North Beach, New York SHE = Shediac BTD = Botwood FOY = Foynes

(Above) Figure 3

Then, in 2012, a collection of “Trip Summaries” was discovered in the Pan American Airways archives in the Richter Library at the University of Miami. These details were summarized by David Crotty in a series of tables in his book *Pan American Airways 1939 - 1944, Atlantic Wartime Operations Catalog*. The report on the first flight of the resumed service in May 1942 is shown in Figure 3:

The fact that no mail was picked up in Botwood was a big surprise !

With hindsight, however, it makes perfect sense for letters to England to have been flown from Newfoundland to Moncton, and then transported by road the 15 miles (24 kms) to Shediac. (See Figure 4.)

When the original Northern Route was operated in 1939, mail from St. John’s was closed two days before a flight, in order that it could be sent by train from St. John’s to Botwood. Although it would take less time to get mail from St. John’s to Botwood in May 1942, since it could be flown from St. John’s to Gander, the mail would still have to have been sent by train from Gander to Botwood. It was therefore quicker to send mail by the new Trans-Canada Air Lines route to Moncton, at which point it could either be transported to Shediac and sent to England over



Figure 4  
 The Base map is from *Trans-Canada Air Lines Timetable, September 1943*.  
 Red lines are TCA routes - Black lines are connecting routes

the Northern Trans-Atlantic route, or be flown on to New York and sent to England via Pan American’s Mid-Atlantic route via Bermuda, the Azores, and Lisbon.

Figure 3 also states that the first flight from Botwood was made on May 19, not May 4. - The article in the June 2001 *Canadian Aerophilatelist* described some correspondence that Karl Winkelmann obtained from the U.S. National Archives, regarding the

resumption of the Pan Am service. This correspondence was mainly about where censorship should take place, but the various correspondents were also constantly updating each other with regard to the planned date for the resumption of service.

- an internal Department of State Memorandum of May 8th 1942 stated that "*Pan American Airways has informed Mr. Price that they are almost ready to start*".
- a Department of State telegram to the American Legation in Dublin on May 12th 1942 stated: *Pan American Airways desires to begin operations on May 13th.*
- a telegram from Secretary of State, Washington, to American Minister, Dublin, May 15th 1942: on Sunday, May 17 a Pan American plane, on a regular commercial trip, carrying passengers and mail, will leave New York for Foynes unless you perceive objections. [1]

The inaugural flight finally left New York on May 18th.

The date of May 4th on the cover in Figure 1 seems to have been speculative, and not from an official announcement. However, the information available at that time is quite puzzling. - Given that the Battle of the Atlantic was at its peak in 1942, and there was severe censorship of information about Trans-Atlantic shipping, I would have expected information about trans-Atlantic flights to be also be restricted. However, the covers were printed, and the information passed by censors, even when the contents of a cover were examined, as in Figure 5.



Figure 5 - P.C.90 Censorship tape: OPENED BY EXAMINER DC/20 was applied in St. John's. [5] No backstamps.



(Above) Figure 6 - Announcement in The Evening Telegram, April 30th 1942

An alternative explanation, is that news of the resumed service was publicized to boost morale.

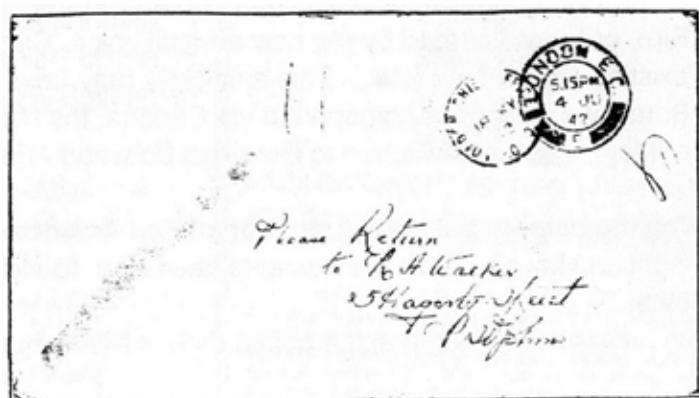
However, there seems to have been little publicity for the flight.

- After the first article in The Canadian Aerophilatelist was published, Michael Deal, who lives in St. John's, examined all the issues of The Evening Telegram from March 1st to May 20th 1942. - He found the announcement reproduced as Figure 6 for the new Air Mail Service to Canada and U.S.A., which was inaugurated on May 1st, but nothing regarding Trans-Atlantic mail. A similar search was made by John Walsh in 2017, but he also found no reference to the first flight. [4]



But: if the first flight did not leave until May 19th, how can the AMCN listing describe covers that went to England, and were "returned to St. John's and backstamped on May 18"?

It turns out that the AMCN listing was based on the cover shown in Figure 7, but the backstamp on this cover was misdescribed. It was actually backstamped in London, England on May 18th.



(Above) Figure 7

**FRONT** - Roller cancellation dated 4 MAY 1942, time illegible.

Addressed: c/o General Post Office, London, England  
Handstamp: Not called for E.C.

**REVERSE** - Manuscript "Please Return" to an address in St. John's. Backstamped (Indistinct)  
LONDON CHIEF OFFICE E.C. P.O. 18 MY 42  
and LONDON E.C. 5.15PM 4 JU 42



In order to reach England by May 18th, the cover must have flown on Pan Am's Mid-Atlantic Route from New York via Bermuda and The Azores to Lisbon, and then been carried on the feeder service operated by K.L.M. between Lisbon and England. - According to the information now available in David Crotty's book, the first flight to leave New York after May 4th was Flight 2527, which:

- Left New York at 10.46 May 13th - Arrived Bermuda at 16.50 May 13th.
- Left Bermuda at 19.06 May 13th - Arrived Horta, Azores, at 0758 on May 14th.
- Left Horta at 0946 on May 14th and arrived in Lisbon 1624 on May 14th.

There would then be four days for Figure 7 to be flown from Portugal to England, and delivered to a Post Office in London on May 18th. [3]

This leads to the question of what happened to the cover in Figure 1? - Did it take the same flights as Figure 7, or was it held for the First Flight by the North Atlantic route through Botwood?

Trying to sort out the handling of these "Inaugural" covers is a big challenge for several reasons:

- the covers are scarce: I have recorded 22 of them since I came across my first one in 1995. (This includes half-a-dozen that John Walsh has sent me copies of.)
- many of the covers have incomplete, feint, or illegible cancellations.
- most of the covers are not backstamped. - The British Post Office did not cooperate with the production of First Flight Covers, or backstamp them on arrival, as it was considered that they slowed down the handling of "real" mail. However, five of the covers did get back stamped for various reasons.

#### Details of the recorded covers:

16 were cancelled on May 4th:

- 8 have a roller cancellation dated 11 AM on May 4th, which corresponds to the closing of the air mail in St. John's, as specified in Figure 6. - 3 of these have backstamps, or a second cancellation from being redirected: two are dated May 18th, and one May 19th.
- 3 have a roller cancellation from May 4th, but an illegible time. - One of these (Figure 7) was backstamped in London on May 18th.
- 4 were handstamped in St. John's on May 4th. - All of these were registered covers.
- 1 was handstamped in St. John's on May 4th but addressed to an officer in "Canadian Army



Overseas, England", and was diverted to the Military, Canadian Postal Corps system.

4th, 5th and 15th

- the cancellation on Figure 9 is very similar to that on Figure 8.

I have discussed this cancellation with John Walsh, and we agree that it is probably not from May 15th, but is an early-in-the day and/or overinked cancellation from May 5th, in which the edge of the blank slug in the date had registered as a figure 1.

My conclusion is that all of the May 4th and 5th covers would have crossed the Atlantic on the same May 13th flight from New York, and travelled to the United Kingdom via Lisbon. - Although the

cachet printed on these covers is incorrect, they are still an important part of Newfoundland and Atlantic air mail history, as they travelled on the first Air Mail service from Newfoundland to the U.K. in May 1942.



Figure 8 - Censor tape OPENED BY EXAMINER DC/24 applied in St. John's. No backstamps.

3 covers were cancelled on May 5th. These include Figure 5, which has a clear 5 May roller cancellation, and an indistinct, probably 5 May handstamp; and Figure 8 which has an indistinct 5 May roller cancellation, and clear 5 May handstamp. These 3 covers all have P.C. 90 censor tape: some of the May 4th covers have handstamps showing they were passed by military censors, but none show signs of civilian censorship. All of the May 5th covers would still have had time to reach New York for Flight 2527 on May 13th.

2 covers have both a roller cancellation and a handstamp, but neither is legible. One of these covers was backstamped in London on May 18th, and the other on May 19th.

The remaining, "22nd cover", is shown in Figure 9. It was one of the first five covers recorded, and the only one of the five that wasn't cancelled on May 4th. It looked like it was cancelled on May 15th, which suggested it had been held back for the first flight through Botwood. Since then, however, the covers with clear May 5th cancellations have been recorded. This led to a careful re-examination of the Figure 9 cover as:

- it is unlikely that these "Inaugural Flight" covers would be processed on three different dates - May



(Above) Figure 9 Censor tape OPENED BY EXAMINER DC/34 applied in St. John's. No backstamps.

### Acknowledgements

I would like to acknowledge:

- the late Jack Ince with whom I used to discuss these covers, and the very active John Walsh with whom I continue to discuss them
- David Crotty and John Wilson, whose research in the Pan American Airways archives has been a terrific help in sorting out the wartime air mail routes
- everybody else with whom I have

corresponded and/or discussed these covers over the last 20 years.

### References

- [1] "1942 - Wartime First Flight Covers from Newfoundland" in *The Canadian Aerophilatelist*, June 2001 pages 9 - 16. Back issues of our journal can be viewed on the CAS website at: [www.aerophilately.ca](http://www.aerophilately.ca)
- [2] See for example "1942-45: What was Pan Am's Northern Trans-Atlantic Route?" in the June 2002 *Canadian Aerophilatelist*, and Follow-Up article in the March 2003 issue.
- [3] *Pan American Airways 1939-1944: Atlantic Wartime Operations Catalog* by David Crotty, is available from [www.amazon.com](http://www.amazon.com). The original Pan Am trip summaries have also been studied by John Wilson, and reproduced on the website of the West Africa Study Circle at [http://www.wasc.org.uk/NewFiles/Pan-Am%20documents/05\\_Route%203.pdf](http://www.wasc.org.uk/NewFiles/Pan-Am%20documents/05_Route%203.pdf)
- [4] John Walsh is a specialist in Newfoundland philately, and publisher of the *Newfoundland Specialized Stamp Catalogue*. - For more information see [www.nfldstamps.com](http://www.nfldstamps.com)
- [5] Location of censors by their number can be found in *British Empire Civil Censorship Devices World War II - Section 7 Canada & Newfoundland* edited by Peter C Burrows. It was published by the Civil Censorship Study Group: contact Dann Mayo for more details: [dannmayo@att](mailto:dannmayo@att)

**Chris Hargreaves**

### Canadian Pioneer & Semi-official Airmails Canadian S.C.A.D.T.A.

Stamps and covers for sale and wanted! Send Want list.

Ray Simrak, [simrak@hotmail.com](mailto:simrak@hotmail.com)  
Text. 519-562-6627.



### Vance Auctions Ltd.

Postal auctions every seven weeks.  
Call 905 957 3364 for a FREE catalogue  
or view it online at [www.vanceauctions.com](http://www.vanceauctions.com)  
We can make home visits to purchase collections.



### 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:  
(for images, make high res tifs/jpegs - 300 dpi)

### Chris Hargreaves

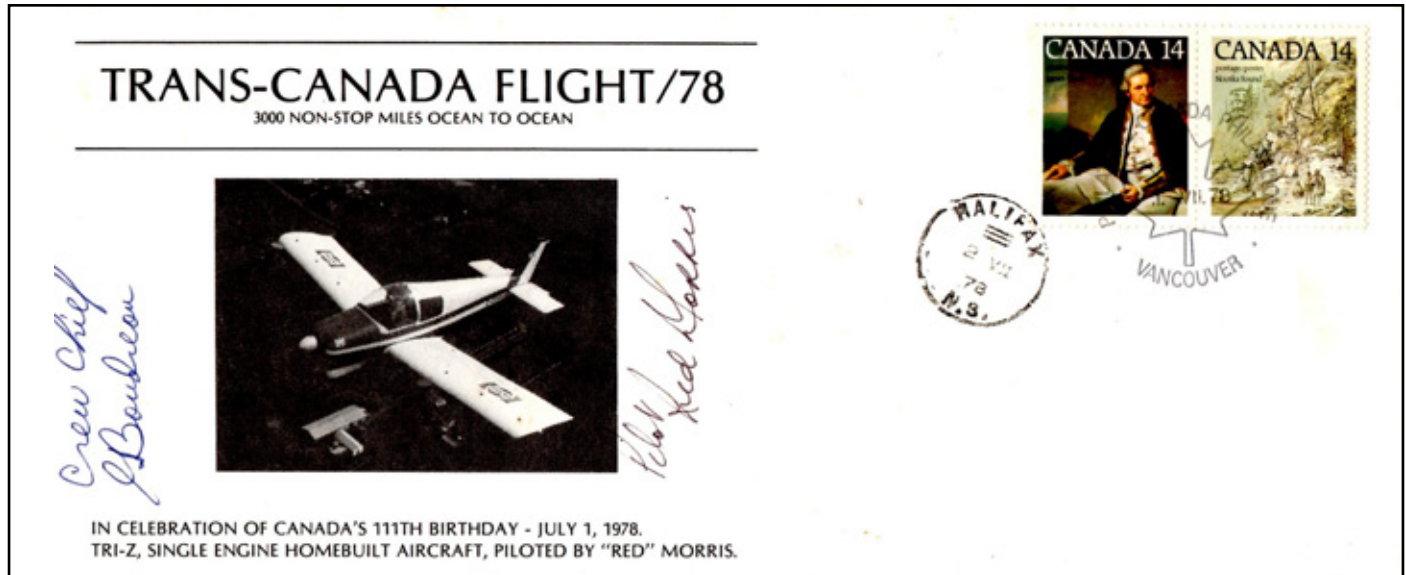
4060 Bath Road, Kingston,  
Ontario K7M 4Y4

Email: [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca)

**by February 1st.**

## 1978: NON-STOP FLIGHT ACROSS CANADA BY RED MORRIS

Mike Davenport



I recently gave in to the pressure to review the contents of some boxes in the basement. - In one of those boxes I came across a file with a copy of Canadian Homebuilt Aircraft, a 1978 magazine that had a feature story on Red Morris. Included in the file were letters from EAA Canada, the RCFCFA and my notes from his record establishing flight on July 1, 1978.

Robin (Red) Morris was born in England in 1930 and migrated to Canada with his family at the age of three. He joined the RCAF at age 19 and did his training on Harvards at RCAF Station Centralia, Ontario that spring and then moved on to Chatham, New Brunswick flying Vampires and Sabres.

He was later posted to England and while based at North Luffenham, continued to fly the Sabre. He was selected in 1953 to fly in the mass fly-past of 640 aircraft to celebrate the coronation of Queen Elizabeth.

As the story goes, all went well during practices until shortly before the event when a new CO who had not been involved in the lead up practices decided to fly lead. During a turn with this very large formation of 60 planes the CO cut it too short with the result that F/O Morris, flying on the inside of that turn and attempting to stay in position, stalled his Sabre and spun down through another formation, at one point found himself canopy to canopy with

another Sabre and narrowly missing several other aircraft. Military protocol required an investigation and Red ultimately received a rebuke for loss of control and failing to hold his position in the formation. On the actual day however, all went well.

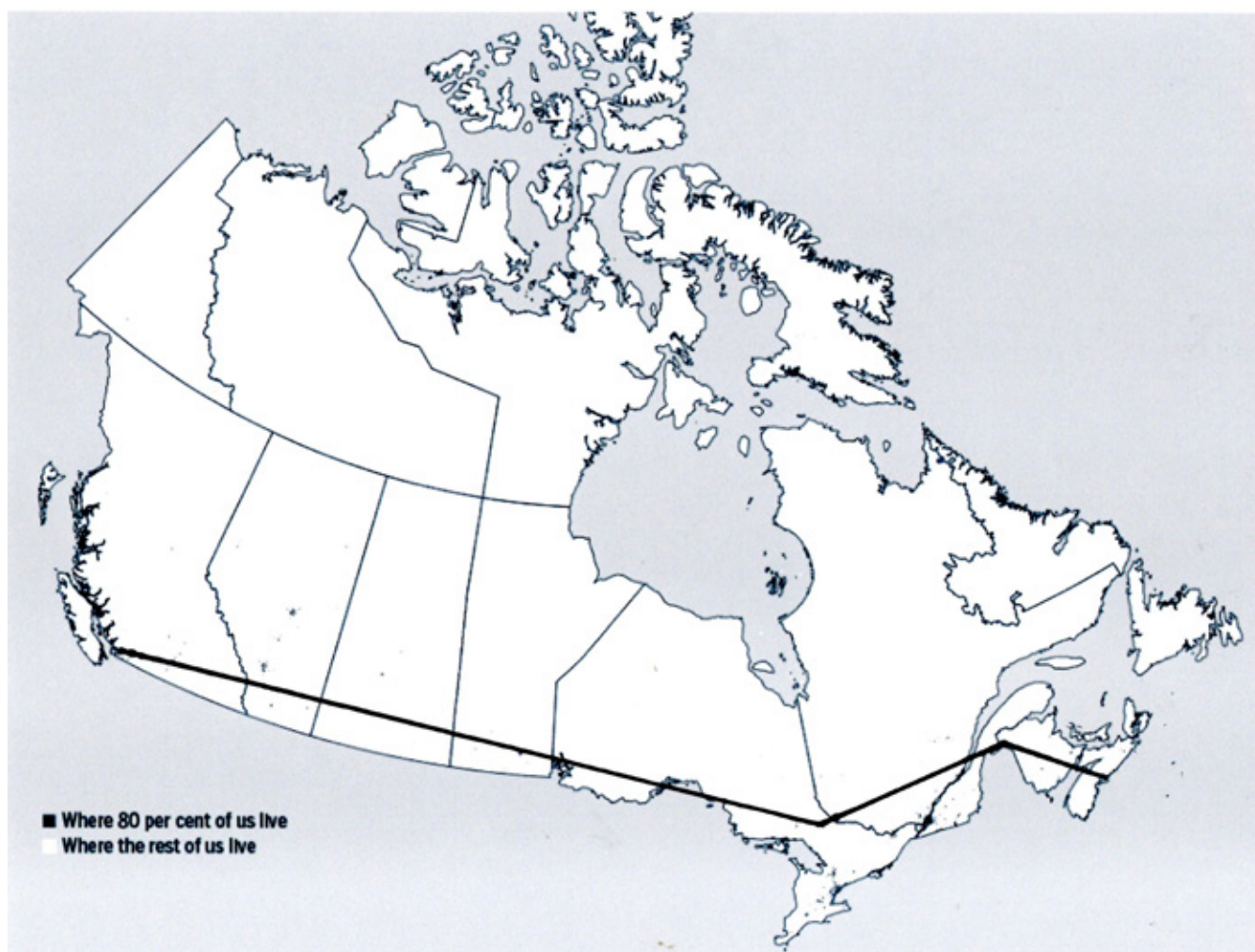
Another moment of excitement occurred when Red got into a fur ball with a couple of British Vampires when one of them clipped the other and broke up resulting in a nylon descent for the pilot and no harm other than to the airplane.

He carried on with his career with no other significant dramas and subsequently retired after 25 years of service with over 6000 hours in 50 different aircraft. He was active in COPA and EAA and served as a director of Aerobatics Canada. He owned a variety of aircraft ranging from a J3 Cub to a Fiesler Storch. Somehow though, all of this was not quite enough. There were still some things he needed to do.

On Canada Day 1978, Red undertook a challenge that few but him clearly understood.

I met Red in 1978 for the first time when he arrived in Vancouver for the attempt to fly 3,000 miles nonstop across Canada; something that had never been done. Period. Not even by the airlines or the military. Red was planning to do this in a homebuilt aircraft; a Zenith CH300. This early kit built aircraft was the largest of Chris Heinz's designs at that time and with Chris's approval was extensively modified





for the trip with a 180 hp engine and 4 additional fuel tanks in the wings and two in the fuselage. This increased the total fuel capacity from 32 to 170 gallons. Significant sponsorship was obtained from Leggat Aircraft, Edo Aire and from the Canadian Pepsi Cola bottlers which explains the red, white and blue paint job and the Pepsi decals.

The Zenith had a design gross weight of 1850 lbs. and as the aircraft now came off the scales at 2718 lbs. it would require a waiver for the overweight condition at takeoff. It was also equipped for IFR flight as Red considered that to be necessary as the chances of getting VFR conditions over 3000 miles of Canada were somewhere between slim and nil. IFR flight was also something that was not done in a homebuilt in Canada in 1971 and so this would also require a special waiver from DOT. Both things were not easily obtained but eventually permission was received. These were requested in October with the overweight permit received in January and the IFR

permit on March 15th. The overweight permit came with some rather onerous requirements but was eventually granted.

I was a member of the local EAA chapter at the time and along with other members, volunteered to help where needed. I was drafted as the western Federation Aeronautique Internationale (FAI) observer on behalf of the Royal Canadian Flying Clubs Association (RCFCA) and as such was required certify the aircraft's weight and to seal the fuel tanks and barograph. My signatures on the seals would verify that nothing had been added during the flight.

Electrical problems and fuel leaks persisted through the day prior to the takeoff and again when the alternator packed it in over Hope, BC and that necessitated a return to Vancouver for replacement. While this sounds little more than a time consuming problem, the volunteers had to be contacted as they were needed back at the airport with tools. Red had to use his not inconsiderable piloting skill to land

the significantly overweight aircraft back at YVR. A new alternator was obtained and installed, refueling completed and the tanks and barograph resealed and after all of that, he was away again in just over an hour. To add to the excitement, his chase plane also had a problem with a significant oil leak. Seems someone had left the oil cap off the right engine requiring a stop at Abbotsford. Troubles, like grapes seem to come in bunches.

The flight proceeded without further incident until near North Bay when the alternator again became an issue forcing him to shut down as many electrical devices as possible including radios, strobes and his wing leveler. The lack of the radios caused a great deal concern for the escort plane as they no longer had any way to contact Red. Once east of Montreal, it became apparent that fuel concerns out ruled any further thoughts of continuing on to Newfoundland and the flight would be ended in Halifax. He also had some doubts that he would even make Halifax and was considering St. John as an alternate but in the end all went well and a very tired and nicotine deprived Red landed in Halifax 22 hours and 45 minutes after takeoff from Vancouver. (Sometime later Red obtained a chart of the portion of the flight

over northern Ontario from NORAD who had been tracking the flight in its entirety. This chart showed a large approximately one hour 360 degree turn in one segment. Red does recall at about that point in the flight being off heading and realized that he must have dozed off for a time resulting in the circuit and unplanned fuel usage.)

Red later advised me that the FAI had confirmed 3 nonstop world records; including Vancouver to Winnipeg, Vancouver to North Bay and Vancouver to Halifax.

He later flew the Pepsi Special (C-GVOK) back to Vancouver and Delta Airpark where he gave thank-you rides to all of those volunteers who helped make the trip a success.

The record flight CH300 airplane is in the collection of the Canada Aviation and Space Museum in the Ottawa area having been delivered there by Red in 1984. It is currently in storage.



Robin (Red) Morris



(Above) Zenair CH 300 Tri Zenith C-GOVK used by Red Morris to make a non-stop flight across Canada in 1978, setting three FAI Class C-1c point-to-point speed records.

The CH 300 is an enlarged three-seat derivative of the Zenair Zenith CH 200, designed by Chris Heintz in the mid 1970s as the Tri-Zénith. Like the CH 200, it is a low-winged monoplane of all-metal construction with a fixed nosewheel undercarriage, but is larger and more powerful, and is fitted with a rear bench seat capable of accommodating a third adult or two children.

**Mike Davenport**



## PAPA WESTRAY AIRMAIL

The scheduled airline and airmail service between Westray and Papa Westray was described in our December 2016 journal, when it won the *What Is/was the Shortest Air Mail Route in the World* "contest".

Thanks to **Richard Beith** for the information below from the Scottish edition of 'I' for 17 October 2018, about the latest development regarding this intriguing route.



### TRANSPORT

## Short hops suit battery power for island flight

By **Chris Green**  
SCOTLAND EDITOR

A Scottish airline could become the first in the world to operate electric-powered passenger planes as part of plans to make its services more environmentally friendly.

Loganair, which runs flights between Orkney's islands, said that as the distances flown are so short, the services could be available within three years.

The airline operates the shortest scheduled flight in the world – just 1.7 miles between Westray and Papa Westray in around two minutes.

Loganair is working with Cranfield Aerospace on the project, and the airline said it believed it could be the first to introduce electric planes on a passenger service.

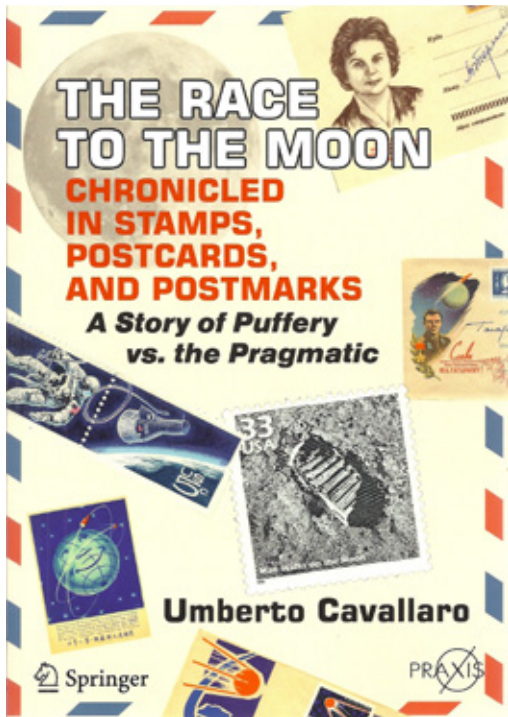
Loganair's managing director, Jonathan Hinkles, told *The Press and Journal* newspaper: "I'm not aware of any companies with similar plans at the moment."

"Orkney is a fantastic place to start this kind of development because the islands are well known for the leading role they have taken in renewable energy and embracing new developments in the sector."



## NEW BOOK

### **The Race to the Moon chronicled in Stamps, Postcards and Postmarks by Umberto Cavallaro**



“The story of the famed race to the Moon between the US and the USSR has been told countless times. The strategies of these two superpowers have often been paralleled in a way that highlights their fight for dominance and efforts to develop needed new technologies. This book will show how beneath these surface similarities, the two competing nations employed very different core tactics. It provides a new perspective of the history of the space race by analyzing that history through philately - that is, from the images on postage stamps, post cards, and letters in circulation at that time. Through this fascinating historical visual record, the author shows how the propaganda-heavy approach of the USSR eventually lost out to the more pragmatic approach of the United States.”

*Shortly after receiving this announcement, I received an email from Jeff Dugdale, editor of all bit-the journal of the Astro space stamp Society, with whom we exchange journals. Jeff wrote:*

*Dear Fellow astrophilatelists*

*I have just received my copy of this new (in English) book. IMHO it is an absolute must for any serious space stamp collectors. It will be reviewed in the January Orbit, but meantime do seek it out and purchase a copy. It is just wonderful.*

*Jeff*

For more information see: <https://www.springer.com/us/book/9783319921525>

## AVIATION ANNIVERSARY STAMPS



Peter Lepold has produced a variety of stamps using the Canadian “Picture Postage Stamp” program, to commemorate aviation and other anniversaries. He has also produces First Day Covers for his stamps.

An example of his stamps and covers - produced for 100 years of Canadian Airmail - is shown above. For more information about these stamps and covers, or to purchase copies, see <http://paparazzikelowna.com/>

## INFORMATION WANTED

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.

### AIR MAIL FROM THE BAHAMAS TO THE UNITED KINGDOM



(Left) Figure 1

The cover in Figure 1 was mailed 21 Aug 1939, which was after the start of North Atlantic air service, but marked BY AIR MAIL IN UNITED STATES ONLY.

It was franked 8 pence (abbreviated as "d"). The T 1/30 mark indicates one rate and 30 gold centimes postage due, which is consistent with the 3d (= 30 gctms) charged in London Paddington.

Since this is double deficiency postage due it implies a rate of 9 1/2d.

Proud's book on *The Postal History of the Bahamas* has quite a lot of information on air mail rates, but it does not explain this. - In Oct 1933 the rate to the UK by air to New York is given as 6d per half oz. This is an inclusive rate - not an air fee. The rate is still listed as 6d in Feb 1935, Nov 1936, Aug 1937, and Dec 1938.

Then there is a gap until 1945 when it says: "Postage on letters which are addressed to countries other than the US and Canada and superscribed for Air Mail Service within the US only will be 1s per half oz". (1s = 1 shilling = 12d.)



(Above) Figure 2

Figure 2 was mailed in March 1940, franked 11 1/2 pence, and treated as half penny short on a one shilling rate: two times 1/2d = 1d = 10 gctms.

It therefore appears that the 1s per half oz rate mentioned by Proud for 1945 was already in effect in March 1940.

**Does anybody know what the rate was in August 1939, and /or why the first cover was charged 3d Postage Due?**

## 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](mailto:hargreavescp@sympatico.ca) ) OR check out our website: [www.aerophilately.ca](http://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:

- 1 year - \$25.00 CDN in Canada, \$30.00 CDN in U.S.A. (or \$24.00 US),  
\$35.00 CDN for members Overseas, (or \$28.00 US, or 24 Euros, or 22 Pounds Sterling)
- 2 years - \$45.00 CDN in Canada, \$55.00 CDN in U.S.A. (or \$44.00 US)  
\$65.00 CDN for members Overseas, (or \$52.00 US, or 44 Euros, or 40 Pounds Sterling)

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](mailto: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:

|                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                             |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| #242 Jacques Bot,<br>#340 Harold Brosseau,<br>#322 David G. Brown,<br>#172 Ivan Burges,<br>#467 Cameron Clay,<br>#270 Earle Covert,<br>#312 Barry Frost,<br>#193 J.P. Gadoury,<br>#410 T. Issac,<br>#319 Donald Kaye,<br>#364 David Kelly,<br>#450 Ed Kroft<br>#171 Albert Leger,<br>#449 Ken Lemke, | #109 Gary Lyon,<br>#329 Denny May,<br>#17 Richard McIntosh,<br>#243 Jim Miller,<br>#321 Andrew Mrozowski,<br>#474 Ted Nixon,<br>#212 Harold J. Petoskey,<br>#446 Norman Pike,<br>#81 Stephen Reinhard,<br>#435 Thomas Reyman,<br>#417 Stephen Rose,<br>#275 Thomas Shaw,<br>#363 Ray Simrak,<br>#222 Douglas M. Smith,<br>#446 Alan Spence, |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

#460 Diana Trafford,  
 #465 Al Urbonas,  
 #390 Hal Vogel

*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.**